

# RAILWAY RETURNS.

RETURNS OF THE CAPITAL, TRAFFIC, RECEIPTS,

AND

WORKING EXPENDITURE

OF THE

RAILWAY COMPANIES

OF THE

UNITED KINGDOM

For the Year 1905

*(Pursuant to the Act 34 & 35 Vict. cap. 78),*

WITH A GENERAL REPORT THEREON AND SUMMARY TABLES  
FOR A SERIES OF YEARS.

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Presented to both Houses of Parliament by Command of His Majesty.

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## GENERAL REPORT.

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TO THE SECRETARY OF THE BOARD OF TRADE.

SIR,

The Returns relating to the capital, traffic, receipts, and expenditure of the railway companies of the United Kingdom for 1905 made to the Board of Trade under the Regulation of Railways Act, 1871, and the Railway and Canal Traffic Act, 1888, being now complete, I am enabled to present to you the usual annual Report.

The Report is printed as an introduction to the statistical Returns in accordance with the practice followed since 1902.

It may be mentioned that following the practice of previous years, a Preliminary Statement of the more important particulars relating to railway capital, traffic, receipts and working expenditure for the year 1905, with comparative figures for 1904 and 1903, was issued as a Parliamentary paper\* early in May. The figures given therein were of necessity provisional only, but, as in the case of the Preliminary Statements issued in past years, they approximated fairly closely to the definite figures now available.

Particulars with regard to track mileage and length of sidings, in continuation of those published in the Reports for 1903 and 1904, have also been obtained for the year 1905. Further reference to this portion of the Return will be found on page xx.

Additional Returns have been obtained for 1905, from Railway Companies whose lines were worked wholly or in part by electricity. These returns show that at the end of 1905 the length of line, in equivalent of single track, which was worked *solely* by electricity, was 140½ miles; while that worked *partly* by electricity was 170½ miles. The returns further show that the number of miles run by electrical trains in 1905 was 9,667,429, including 9,640,921 miles by passenger trains, 2,870 miles by goods trains, and 23,638 miles by mixed trains; and that the total quantity of electrical energy used in 1905 for electrical train running and other purposes was 160,977,467 Board of Trade units.

The various Summary Tables usually given in this Return have been continued in the present volume, and the following observations thereon are now submitted in accordance with the usual practice.

### *Capital.*

As regards the figures relating to capital, the following statement shows the amounts returned as paid-up at the end of each of the years 1904 and 1905, distinguishing between "Ordinary," "Guaranteed and Preference," and "Loans

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\*Railway Returns, 1905, (Preliminary Statement) Cd. 2948.

and Debenture Stock," and showing separately the amounts by which each description has been swollen by merely nominal additions:—

Class of Stock.	Total Paid-up Capital.			Amount included in Paid-up Capital, representing nominal additions on the consolidation, conversion, and division of Stocks.		
	1905.	1904.	Increase in 1905 over 1904.	1905.	1904.	Increase in 1905 over 1904.
	Million £.	Million £.	Million £.	Million £.	Million £.	Million £.
Ordinary Stock - - - -	483.5	480.3	3.2	89.0	88.3	0.8
Guaranteed and Preference Stock	454.1	446.8	7.3	61.0	61.0	—
Loans and Debenture Stock -	345.2	341.4	3.8	44.3	44.3	—
Total - - - -	1,282.8	1,268.5	14.3	194.3	193.5	0.8

It appears from the above statement that the total amount of Railway capital returned as raised at the close of 1905 was nearly 1,283 million pounds, of which more than 194 millions, or approximately 15 per cent., was due to nominal additions of the nature stated in the Table. The nominal additions formed approximately 18½ per cent. of the "ordinary stock," 13½ per cent. of the "guaranteed and preference" stocks, and 13 per cent. of the "loans and debenture" stock.

The total amounts of capital at the end of 1905, compared with the corresponding amounts at the end of 1904, showed an increase of about 3½ millions in the ordinary, 7½ millions in the guaranteed and preference, and 3½ millions in the loans and debenture stock, making a total increase of 14½ millions—a smaller increase than that of any previous year since 1894. The proportions which the various classes of stock bore to the total paid-up capital differed but slightly from those that had obtained at the end of the previous year, the "ordinary" stock forming 38 per cent., the "guaranteed and preference" 35 per cent., and "loans and debenture" stock 27 per cent. of the total. It should, however, here be stated that an amount of £2,325,000, included in previous years as ordinary capital, has been included in the 1905 figures as guaranteed capital.

It may, perhaps, be of interest to refer at this point, as in previous years, to the Summary Table No. 9, which shows the average rates of dividend or interest paid on each description of capital during the last ten years. The figures given in this Table have been computed from the rates returned by the Companies as having been paid, and the amounts of capital to which each rate applied. As stated in former Reports, the amounts arrived at in this way are somewhat in excess of the real amounts, mainly owing to some Companies having invested a portion of their capital in the stocks and shares of other Companies (capital to the extent of about twenty millions being duplicated in this way), and partly owing to dividends having been paid in some instances for a portion of a year only. The extent of this excess is, however, but small, as will be seen by comparing the computed average rate of interest with the proportion borne by the actual net earnings to the total capital. In 1905 the former figure was 3.43 per cent., and the latter 3.39 per cent. The difference between these two figures was therefore about 0.04 per cent. On the total paid-up capital of 1,283 millions this represents a difference of £513,000. The average dividends paid on the various classes of capital in 1905 were almost exactly the same as those paid in 1904, being approximately 3½ per cent. on the ordinary capital, 3½ per cent. on the preference, 4 per cent. on the guaranteed, 4 per cent. on the loans, and 3½ per cent. on the debenture stock.

As pointed out in a note to Table No. 9, however, these rates are naturally lower than they would have been had there been no "nominal additions" to the

capital of the Companies. The average rate of dividend or interest computed on the total capital, as it would have stood if no nominal additions had been made thereto, was 4.05 per cent. as compared with the rate of 3.43 per cent. mentioned above. In like manner, the proportion of actual net earnings to capital, exclusive of the amount of nominal additions, is 3.99 per cent.

### *Traffic and Receipts therefrom.*

The gross receipts of the Companies in 1905 and 1904 from passenger and goods traffic were as follows:—

Receipts from—	1905.	1904.	Increase.	
			Amount.	Per Cent.
	Million £.	Million £.	Million £.	
Passenger traffic - - - -	48.7	48.4	0.3	0.7
Goods traffic - - - -	56.4	55.4	1.0	1.8
Total - - -	105.1	103.8	1.3	1.3

The above statement does not include receipts from miscellaneous sources, such as steamboats, canals, docks, rents, tolls, hotels, etc.

Both passenger and goods traffic receipts in 1905 were greater than in 1904, the receipts from goods traffic having increased by a million pounds.

### *Passenger Traffic.*

The following statement shows the receipts from each class of passenger traffic in the last two years:—

Receipts from—	1905.	1904.	Increase (+) or Decrease (—).	
			Amount.	Per Cent.
Ordinary passengers:—	£.	£.	£.	
First class - - - -	3,467,000	3,439,000	(+) 28,000	(+) 1.1
Second class - - - -	3,064,000	3,265,000	(-) 211,000	(-) 6.8
Third class - - - -	29,823,000	29,383,000	(+) 247,000	(+) 0.8
Season-ticket holders - - - -	4,107,000	3,980,000	(+) 117,000	(+) 2.9
Excess luggage, mails, parcels, carriages, horses, dogs, &c. - - - -	8,463,000	8,322,000	(+) 141,000	(+) 1.7
Total - - -	48,730,000	48,388,000	(+) 322,000	(+) 0.7

It should here be stated that up to, and inclusive of, the year 1904, passengers, other than first class passengers, travelling on the Liverpool Overhead Railway (a railway which has only two classes of passengers) were included in the returns as second class passengers, whereas in the return for 1905 they have been included as third class passengers. The receipts from these in 1905 were about £63,000. The real decrease in 1905 in the receipts from second class passengers, and the real increase in the receipts from third class passengers were therefore £148,000 and £184,000 respectively. This increase in third class receipts at the expense of the second class is largely due to the partial abolition of the latter class on the Metropolitan and Metropolitan District Railways, consequent on the electrification of those lines, but the returns of many other companies show a slight falling off in 1905 in the receipts from second class passengers. The receipts from excess luggage, mails, parcels, etc., which increased by £214,000 in 1903, and by £338,000 in 1904, show a further increase of £141,000 in 1905.

The following is a comparison of the numbers of ordinary passengers of each class (exclusive of season-ticket holders) carried by the Companies during each of the last two years :—

	1905.	1904.	Increase (+) or Decrease (-).	
			Number.	Per Cent.
Ordinary passengers :—	No.	No.		
First class - - - -	36,415,000	34,931,000	(+) 1,484,000	(+) 4.2
Second class - - - -	52,583,000	71,394,000	(-) 18,711,000	(-) 29.2
Third class - - - -	1,110,024,000	1,092,548,000	(+) 17,475,000	(+) 1.6
Total - - - -	1,199,022,000	1,199,774,000	(+) 248,000	(+) 0.0

Owing to the circumstance that on the three lines to which special reference is made above large numbers of passengers are carried for short distances, the changes referred to had a much greater effect on the numbers of passengers of each class than on the receipts from each class. Allowing for the change of practice with regard to the passengers on the Liverpool Overhead Railway, the decrease in 1905 in the number of second class passengers was 8,834,000, and the increase in the number of third class passengers was 7,598,000. The numbers of passengers carried on the Metropolitan and Metropolitan District Railways in 1905 and 1904 were as follows :—

	First Class.	Second Class.	Third Class.	Total.
1905	7,765,000	8,280,000	113,058,000	129,103,000
1904	6,088,000	14,278,000	104,766,000	125,132,000
Increase (+) or decrease (-) in 1905.	+1,677,000	-5,998,000	+8,292,000	+3,971,000

It will be seen that, allowing for the change of practice in the case of the Liverpool Overhead Railway adverted to above, the increases in the numbers of first and third class passengers on the Metropolitan and Metropolitan District Railways exceed the increases shown on the total numbers of first and third class passengers on all lines, and that there was a decrease of 5,998,000 in the number of second class passengers carried on these two railways.

The following statement of the average receipts per passenger of each class is in the usual form, but regard must be had to the fact that, owing to the circumstances stated above, the 1905 figures are compiled on a basis somewhat different from that of previous years. The large increase in the average receipts per second class passenger is, of course, due to the transfer of a great number of short distance passengers from the second to the first or third class.

AVERAGE RECEIPTS per PASSENGER (excluding Season-Ticket Holders).

Class of Passenger.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
First class - -	d.	d.	d.	d.	d.	d.	d.	d.	d.
Second class - -	23.7	23.3	23.6	24.0	24.4	24.4	24.1	23.6	23.9
Third class - -	8.8	9.4	9.8	10.4	10.8	10.9	10.8	11.0	13.9
	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.4
All classes - -	7.2	7.2	7.3	7.3	7.3	7.3	7.3	7.2	7.2

It will be observed that the average receipts per passenger from all classes were exactly the same in 1905 as in 1904, and that the amount has varied but very little throughout the period to which the statement relates.

In previous Reports attention has been called to the probable effect of tramway competition in diminishing the rate of increase amongst third class railway passengers.



It will be seen from the following comparative statement, that the increase in 1905 in the number of third class railway passengers, according to the Returns, was 17,475,000. As stated above, however, the real increase was only 7,598,000, and it is probable that, but for the electrification of the Metropolitan and Metropolitan District Railways, there would have been little or no increase in the number of third class passengers in 1905 :—

Year.	Third Class Railway Passengers. (Years ended 31st December.)	Increase.		Tramway Passengers.*	Increase.	
		Number.	Per Cent.		Number.	Per Cent.
1896	886,604,000	—	—	752,466,000†	—	—
1897	935,160,000	46,556,000	5·2	788,570,000†	39,104,000	5·2
1898	963,574,000	28,514,000	3·0	858,488,000†	69,918,000	8·9
1899	1,003,996,000	40,522,000	4·2	924,890,000†	66,334,000	7·7
1900	1,038,873,000	34,877,000	3·5	1,055,374,000†	140,554,000	15·2
1901	1,068,919,000	30,046,000	2·9	1,196,227,000†	181,853,000	12·6
1902	1,083,625,000	11,706,000	1·1	1,394,463,000†	198,236,000	16·4
1903	1,086,205,000	2,580,000	0·6	1,799,343,000‡	—	—
1904	1,092,549,000	6,344,000	0·6	2,068,913,000‡	269,570,000	15·0
1905	1,110,024,000	17,475,000	1·6	§	§	§

The rate of increase in 1905 amongst tramway passengers cannot be stated, the tramway returns for that year not having yet been completed.

It must be borne in mind that the increase in tramway passengers in the year 1903 was somewhat abnormal owing to the inclusion in the Returns for that year, for the first time, of particulars relating to public road lines authorised under the Light Railways Act, 1896.

The following Table shows the receipts from each class of season ticket holders :—

Receipts from—	1905.	1904.	Increase (+) or decrease (—).	
			Amount.	Per Cent.
Season-ticket Holders :—	£.	£.	£.	
First class - - - -	1,441,000	1,437,000	(+) 4,000	(+) 0·3
Second class - - - -	1,022,000	1,038,000	(-) 16,000	(-) 1·5
Third class - - - -	1,044,000	1,513,000	(+) 131,000	(+) 8·7
Total - - -	4,107,000	£ 3,990,000	(+) 117,000	(+) 2·9

This statement shows a further increase, following on those of previous years, in the receipts from third class season tickets, the increases in this class of receipts having been in 1903, 126,000*l.*; in 1904, 171,000*l.*, and in 1905, 131,000*l.*

The receipts from second class season tickets show a decrease of £16,000, following a decrease of £54,000 in 1904, and one of £8,000 in 1903. With regard to the first class the increase in 1905 amounted to £4,000 only, as compared with increases of £19,000 in 1904, and £21,000 in 1903. The total increase in season ticket receipts was slightly smaller than in 1903 and 1904.

\* The figures with regard to the number of Tramway Passengers in each year will be found on page 306 of the "Statistical Abstract for the United Kingdom" [Ct. 3,092 of 1906].

† Years ending 30th June.

‡ These figures represent the number of passengers carried by Street and Road Tramway and Light Railway Companies during the years ending 31st December, 1903 and 1904 respectively, and by Street and Road Tramways and Light Railways owned by Local Authorities during the years ending March 31st, 1904 and 1905 respectively.

§ Returns not yet available.

\*\* Cannot be given, see note 2.

† Including £2,000 not classified.

The numbers of season-ticket holders are returned by the Companies on a uniform basis showing the equivalent in annual tickets. A comparison of the number of each class in the years 1904 and 1905 is given in the Table below:—

Number of—	1905.	1904.	Increase (+) or Decrease (—).	
			Number.	Per Cent.
Season ticket Holders:—				
First class - - - -	120,593	130,769	(-) 896	(-) 0·7
Second class - - - -	151,653	169,273	(-) 11,467	(-) 6·6
Third class - - - -	375,462	345,813	(+) 31,650	(+) 9·2
Total - - - -	663,040	643,873	(+) 19,167	(+) 3·0

The statement shows a small decrease in the number of first class season tickets, and a larger decrease in the number of second class tickets. These decreases, however, are principally due to the changes consequent on the electrification of the Metropolitan and Metropolitan District Railways. The increase in the number of third class season tickets is partly due to the same cause, but there was an increase in the number of third class season tickets issued by the companies generally. Season tickets are not issued on the Liverpool Overhead Railway.

The average receipt per annual season ticket of each class was as follows:—

Class of Ticket.	1905.	1904.	
	£ s.	£ s.	
First class - - -	11 2	11 0	
Second class - - -	6 10	6 3	
Third class - - -	4 8	4 8	
All classes - - -	6 4	6 4	

Combining the receipts from season-ticket holders with those from the ordinary passengers under each class we obtain the following results:—

Receipt from—	1905.	1904.	Increase (+) or Decrease (—).	
			Amount.	Per Cent.
Ordinary and season-ticket passengers:—	£.	£.	£.	
First class - - - -	4,809,000	4,566,000	(+) 43,000	(+) 0·9
Second class - - - -	4,076,000	4,303,000	(-) 227,000	(-) 5·3
Third class - - - -	31,272,000	30,898,000	(+) 377,000	(+) 1·2
Total - - - -	40,257,000	*40,665,000	(+) 191,000	(+) 0·5

\* Including £3,000 not classified.

The effect of combining the receipts from season-tickets with the other receipts from passenger traffic is to lessen the rate of increase of the first class receipts and the rate of decrease of the second class receipts; and to add somewhat to the rate of increase of the third class receipts. It must, of course, be borne in mind that the special remarks made with regard to the Metropolitan and Metropolitan District Railways and the Liverpool Overhead Railway passengers, in connexion with the receipts from passengers other than season ticket holders, apply to these figures also.

### *Goods Traffic.*

The following statement shows the receipts from each branch of goods traffic in 1905 and 1904:—

Receipts from—	1905.	1904.	Increase (+) or Decrease (—).	
			Amount.	Per Cent.
	£.	£.	£.	
Minerals - - - - -	26,273,000	25,672,000	(+) 601,000	(+) 2·3
General Merchandise - - - - -	28,750,000	28,315,000	(+) 435,000	(+) 1·5
Live stock - - - - -	1,389,000	1,413,000	(—) 24,000	(—) 1·7
Total - - - - -	56,412,000	55,400,000	(+) 1,012,000	(+) 1·8

There was thus a total increase of rather more than a million pounds. The receipts from the carriage of live stock decreased by 24,000*l.*, following on decreases of 86,000*l.* in 1904, and 5,000*l.* in 1903.

The following Table shows the tonnage of minerals and general merchandise conveyed during each of the last two years:—

	1905.	1904.	Increase.	
			Amount.	Per Cent.
	Million Tons.	Million Tons.	Million Tons.	
"Minerals" conveyed - - - - -	358·1	549·6	8·5	2·4
"General merchandise" conveyed - -	103·1	100·3	2·8	2·8
Total - - - - -	461·2	449·9	11·3	2·5

It will be seen that in the case of minerals the proportionate increase in weight is approximately the same as that in receipts, but that in the case of general merchandise the rate per cent. of increase is nearly twice as great in the weight as in the receipts, viz., 2·8 per cent. as against 1·5 per cent.

As the production and export of coal have an important bearing on the mineral traffic of the railway companies, the principal figures relating thereto are here given,

as in previous Reports. It will be observed that the production of coal increased in 1905 by 1·6 per cent. while the increase in the mineral traffic of the railway companies was 2·4 per cent.

Quantity of	1903.	1904.	Increase (+) or Decrease (-)	
			Amount.	Per Cent.
Coal raised . . . . .	Tons. 336,129,000	Tons. 332,428,000	Tons. (+) 3,701,000	(+) 1·1
Coal brought to London by railway * . . . . .	7,136,000	7,142,000	(+) 14,000	(+) 0·2
Coal shipped coastwise† . . . . .	20,075,000	20,066,000	(+) 9,000	(+) 0·0
Coal exported abroad‡ . . . . .	47,477,000	46,256,000	(+) 1,221,000	(+) 2·6
Coal shipped for their own use by steamers engaged in the foreign trade . . . . .	17,394,000	17,191,000	(+) 203,000	(+) 1·2

### Train Mileage.

No figures with regard to the average load of passenger or goods trains have, so far as is known, been compiled systematically by the majority of the railway companies; the following figures, however, show the number of miles travelled by passenger and goods trains respectively during 1904 and 1905:—

Year.	Passenger Trains.	Goods Trains.	Total (including Mixed Trains.)
	Million Miles.	Million Miles.	Million Miles.
1905 . . . . .	244·4	154·8	400·2
1904 . . . . .	240·0	155·2	397·0
Increase (+) or Decrease (-) (Mileage . . . . .)	(+) 4·4	(-) 0·4	(+) 3·2
Decrease (-) (Per cent. . . . .)	(+) 1·8	(-) 0·3	(+) 2·0

The Table shows that the efforts made to reduce goods train mileage resulted in a decrease of 400,000 miles, following on decreases of 4,500,000 miles in 1904 and 10,000,000 miles in 1903. This result in 1905 has been achieved in the face of the increased tonnage of goods carried, amounting to 11,300,000 tons, the figures thus continuing to indicate an increase in the average load of goods trains. With regard to passenger train mileage, however, there was an increase of some 4,400,000 miles in 1905, although the total number of passengers carried was approximately the same as in 1904, the indication in this case being that the Companies were placing greater facilities at the disposal of the travelling public.

The following statement gives a summary of the rates of increase in passenger journeys, tonnage conveyed, receipts, and train mileage:—

	Per Cent.
Increase in number of ordinary passengers conveyed in 1905 compared with 1904 . . . . .	Nil
Increase in passenger train mileage ditto ditto . . . . .	1·8
Increase in receipts from passenger traffic ditto ditto . . . . .	0·7
Increase in tonnage of goods conveyed in 1905 compared with 1904 . . . . .	2·5
Decrease in goods train mileage ditto ditto . . . . .	0·3
Increase in receipts from goods traffic ditto ditto . . . . .	1·8

\* From information specially returned to the Board of Trade by the Railway Companies.

† From information specially supplied to the Board of Trade by the Commissioners of Customs.

‡ Excluding coal shipped for their own use by steamers engaged in the foreign trade.

It will be seen, on referring to Summary Table No. 18, that the receipts from passenger and goods traffic per train mile amounted to 62·93d., or 0·19d. more than in 1904. With regard to passenger traffic, the receipts per train mile fell from 48·09d. in 1904 to 47·58d. in 1905—that being the lowest average since the year 1888, when the receipts from passenger traffic were 47·37d. per train mile. The receipts from goods traffic, on the other hand, increased from 85·42d. per train mile in 1904 to 87·29d. in 1905—the corresponding average in 1888 being 69·62d.

The following statement shows the average receipts per train mile, distinguishing goods and passenger trains, during each of the last six years:—

Year.	Receipts per Train Mile.		
	From Passenger Traffic.	From Goods Traffic.	From Passenger and Goods Traffic.
	d.	d.	d.
1900	49·08	71·06	59·01
1901	49·61	73·25	59·92
1902	49·50	77·08	61·27
1903	49·21	82·55	62·79
1904	48·09	85·42	63·74
1905	47·58	87·29	62·93

### *Working Expenditure.*

The total working expenditure of the railway companies increased last year to the extent of 890,000l. as compared with 1904. This increase, while somewhat greater than the increases of the years 1902 to 1904, is small in comparison with the very large increases in working expenditure which occurred in the years 1897-1900. The increased working expenditure was, moreover, accompanied by an increase in the gross receipts, and the proportion of working expenses to gross receipts remains at the same figure as in 1902, 1903 and 1904, viz: 62 per cent. The following Table shows the working expenses during each of the last ten years:—

Year.	Total Working Expenses.	Increase.		Proportion Working Expenses bare to Gross Receipts.
		Amount.	Per Cent.	
	Million £.	Million £.		Per Cent.
1896	50·19	—	—	56
1897	53·08	2·89	5·8	57
1898	55·96	2·88	5·4	58
1899	60·09	4·13	7·4	59
1900	64·74	4·65	7·7	62
1901	67·49	2·75	4·2	63
1902	67·84	0·35	0·5	62
1903	68·56	0·72	1·1	62
1904	69·17	0·61	0·9	62
1905	70·06	0·89	1·3	62

In the Report for the year 1901 attention was drawn to the new system adopted in that year in dealing with the receipts of railway companies from hotels owned by them. The *gross* receipts and the *gross* expenditure of all companies on account of hotels were first shown in that year, several companies having previously returned only the *net* receipts. The effect of the alteration made was to swell both the gross receipts and the gross expenditure for 1901 as compared with previous years by about one million sterling. The net receipts were, however, not affected by the change, and the proportion of working expenses to gross receipts was also practically unchanged. The figures given for the year 1901 and subsequent years are strictly comparative in all respects.

The following is a comparison for 1904 and 1905 of the gross amounts of the expenses of the companies under the four principal heads. These heads cover the bulk of the expenses connected with the actual working of the lines, they are also, it may be added, those chiefly influenced by variations in the charges for wages, fuel, and materials:—

Heads of Expenditure.	1904.	1905.	Increase (+) or Decrease (—)
	Million £.	Million £.	Million £.
Maintenance of way, works, and stations . . . . .	10·58	10·59	(—) 0·01
Locomotive power . . . . .	18·62	18·60	(+) 0·02
Repair and renewal of carriages and waggons . . . . .	5·77	5·64	(+) 0·13
Traffic expenses . . . . .	20·63	20·47	(+) 0·11

The expenditure on "Maintenance of Way, &c.," decreased by 10,000*l.* as against increases of 70,000*l.* in 1904 and 320,000*l.* in 1903. That on "Repairs and Renewals of Carriages and Waggons" increased by 130,000*l.* in 1905 as compared with 50,000*l.* in 1904, whilst "Traffic Expenses" increased by 110,000*l.* as against 120,000*l.* in 1904. The expenditure for "Locomotive Power" (including repairs and renewals) which showed a falling off of 820,000*l.* in 1902, 180,000*l.* in 1903, and 80,000*l.* in 1904, showed a slight increase of 20,000*l.* in 1905. Taking the above four principal heads of expenditure together, the total increase amounted to 250,000*l.*, which compares with an increase under the same heads in 1904 of 210,000*l.* Of the remaining heads of expenditure, the increase in the "Miscellaneous" expenditure, including Steam-boats, Docks, &c., amounted to 350,000*l.*; while that in Rates and Taxes, the other principal item, was 197,000*l.* The increase under the last named head continues a movement which has been in progress for several years, and has been commented upon in former Reports. The amounts of "Rates and Taxes"

paid by the Railway Companies in each year since 1896 have been as follows:—

Year.	Total Amount of Rates and Taxes.	Increase compared with previous year.
	£.	£.
1896 - - - - -	3,149,000	—
1897 - - - - -	3,294,000	145,000
1898 - - - - -	3,425,000	131,000
1899 - - - - -	3,585,000	160,000
1900 - - - - -	3,737,000	152,000
1901 - - - - -	3,960,000	223,000
1902 - - - - -	4,228,000	268,000
1903 - - - - -	4,491,000	263,000
1904 - - - - -	4,736,000	245,000
1905 - - - - -	4,935,000	199,000

There has thus been in the nine years a total increase of 1,784,000*l.* in this item. As compared with the 1896 total, the sum paid by the Railway Companies under the head of Rates and Taxes in 1905 shows an advance of about 56 per cent.

As in previous years, an examination has been made of the accounts rendered to their shareholders by the principal companies, in order to estimate the effect of variations in the cost of materials and in the extent of the wages bill on the increase in expenditure. The information which has been compiled from these accounts is given in Appendix C, and as the total working expenditure of the fifteen companies for which particulars are there given amounts to approximately 83 per cent. of the total for all the companies during the year, it may be assumed that the expenditure of these fifteen principal companies is fairly representative of the whole. The following figures show the cost of coal and coke and of materials used in the repair of engines for these fifteen companies:—

Year.	Expenditure on Coal and Coke.	Expenditure on Materials in Locomotive Repairing Department.
	£.	£.
1893 - - - - -	3,193,000	1,260,000
1894 - - - - -	3,609,000	1,270,000
1895 - - - - -	2,932,000	1,233,000
1896 - - - - -	2,839,000	1,405,000
1897 - - - - -	3,031,000	1,498,000
1898 - - - - -	3,493,000	1,535,000
1899 - - - - -	4,278,000	1,751,000
1900 - - - - -	5,267,000	1,996,000
1901 - - - - -	5,369,000	2,092,000
1902 - - - - -	5,042,000	2,192,000
1903 - - - - -	4,809,000	2,311,000
1904 - - - - -	4,574,000	2,151,000
1905 - - - - -	4,810,000	2,183,000

The figures relating to the cost of materials used in the maintenance of permanent way and in the repair and renewal of carriages and waggon, though given in the Appendix, are not quoted here, as undoubtedly much variation exists in the amounts of expenditure which individual companies may find it requisite to incur for these purposes in particular years. It will be seen, however, from the figures above quoted, that there was a continuous reduction in the expenditure on fuel in the four years from 1893 down to 1896, although there was, during the same period, a general increase in train mileage. From 1896 to 1901 the expenditure on coal and coke increased yearly,

the expenditure in 1901 being more than double that of 1896. In 1902 this item of expenditure fell to 5,042,000*l.*, a decline of 947,000*l.*, or nearly 16 per cent., as compared with the previous year, and this was followed by a further decline of 83,000*l.* in 1903, 85,000*l.* in 1904, and 64,000*l.* in 1905.

As some indication of the course of prices of coal and materials in recent years, and of the general fall that has taken place since 1901, the following statement will be of interest. It is, of course, to be understood that the figures quoted in the case of coal relate to all descriptions of coal, and not alone to those kinds which are used particularly for railway locomotive purposes :—

Year.	Approximate Price of Coal at the Mines, according to the "Mineral Statistics."	Average Export Prices, computed from the Quantities and Declared Values of the Exports.	
		Of Coal.	Of Iron and Steel Rails.
	Per Ton.	Per Ton.	Per Ton.
1896	5 <i>s.</i> 10½ <i>d.</i>	8 73 <i>s.</i>	4 46 <i>d.</i>
1897	5 <i>s.</i> 11 <i>d.</i>	8 82 <i>s.</i>	4 61 <i>d.</i>
1898	6 <i>s.</i> 4½ <i>d.</i>	9 79 <i>s.</i>	4 57 <i>d.</i>
1899	7 <i>s.</i> 7 <i>d.</i>	10 53 <i>s.</i>	4 50 <i>d.</i>
1900	10 <i>s.</i> 9½ <i>d.</i>	16 52 <i>s.</i>	6 32 <i>d.</i>
1901	9 <i>s.</i> 4½ <i>d.</i>	113 73 <i>s.</i>	5 85 <i>d.</i>
1902	8 <i>s.</i> 2½ <i>d.</i>	112 19 <i>s.</i>	5 44 <i>d.</i>
1903	7 <i>s.</i> 8 <i>d.</i>	111 58 <i>s.</i>	5 32 <i>d.</i>
1904	7 <i>s.</i> 3½ <i>d.</i>	111 02 <i>s.</i>	4 84 <i>d.</i>
1905	7 <i>s.</i> 11½ <i>d.</i>	110 47 <i>s.</i>	5 00 <i>d.</i>

† The export price of coal includes, from the 19th April, 1901, the Export Duty of 1*s.* per ton.  
‡ From information specially supplied to the Board of Trade by the Home Office.

The foregoing Table shows that during the last five years there has been a considerable fall in prices of both coal and rails, and that, allowance being made for the export duty, the price of coal in 1905 was lower than in any year since 1898.

It may be of interest to compare the number of train miles run with the quantity of fuel consumed for locomotive purposes, and also with the cost of fuel to the companies. The following Table shows the annual percentage increases or decreases which have occurred in these figures year by year since 1899 :—

Year.	Increase (+) or Decrease (—) As compared with the previous year.		
	In Total Train-Mileage.	In quantity of fuel consumed for locomotive purposes (by all Railway Companies).*	In Cost of Fuel (to fifteen Principal Railway Companies).
	Per Cent.	Per Cent.	Per Cent.
1899	(+) 4.2	(+) 7.0	(+) 22.5
1900	(+) 1.5	(+) 5.0	(+) 39.2
1901	(—) 0.6	(—) 1.6	(+) 0.3
1902	(+) 0.2	(+) 2.8	(—) 15.8
1903	(—) 1.5	(+) 0.6	(—) 1.6
1904	(+) 0.8	(+) 0.4	(—) 2.5
1905	(+) 1.0	(+) 1.3	(—) 1.3

\* The figures with regard to quantity of fuel consumed in each of the years 1899–1904 are to be found on page 53 of "Coal Tables, 1904" (Parl. Paper No. 290 of Session 1905). The figure for 1905 has been specially supplied to the Board of Trade by the Railway Companies.

The figures from which these percentages are deduced are not stated in the Table, for the reason that those relating to the cost of fuel are derived from the expenditure of fifteen selected companies only, while the other percentages are based on the totals for all the companies.



A comparison of the first two columns in the above Table shows that over the whole period and in every year except 1901 and 1904 the percentage increase in the quantity of fuel consumed was greater than the percentage increase in train mileage, a fact which is no doubt explained by the tendency to increase train loads and the consequent employment of heavier and more powerful locomotives.

The third column of the statement, when taken in connection with the second, brings out very distinctly the burden imposed upon the companies by the high prices of coal that ruled during the years 1898-1901. During the years 1902-1905 the expenditure on coal decreased, though the total quantities of coal consumed for locomotive purposes continually increased.

As regards the expenses incurred in the payment of wages, the following figures, which relate to the fifteen principal Railway Companies of the United Kingdom, are taken from the table in the Appendix above referred to:—

Year.	In Locomotive Department.		In Traffic Department.
	Working of Engines.	Repairing and Reversing Engines.	
	£.	£.	£.
1896 - - -	4,148,000	1,758,000	10,383,000
1897 - - -	4,427,000	1,804,000	11,050,000
1898 - - -	4,687,000	1,873,000	11,684,000
1899 - - -	5,047,000	1,988,000	12,330,000
1900 - - -	5,282,000	2,058,000	12,603,000
1901 - - -	5,359,000	2,106,000	12,699,000
1902 - - -	5,351,000	2,219,000	13,352,000
1903 - - -	5,313,000	2,285,000	13,534,000
1904 - - -	5,173,000	2,327,000	13,654,000
1905 - - -	5,194,000	2,244,000	13,718,000

On the assumption that the expenses of the smaller companies on account of wages showed the same tendency to increase as those of the larger, the following comparative statement may be given:—

	Per Cent.
Work done in 1905 as compared with 1904—	
Increase in number of ordinary passengers conveyed - - -	Nil.
Increase in tonnage of goods carried - - -	2.5
Increase in total train mileage - - -	1.0
Cost for wages in 1905 compared with 1904—	
Increase in locomotive department - - -	0.4
Increase in traffic department - - -	0.7
Increase in the two departments taken together - - -	0.6

In the figures already given (*see* page xiii) which show the total expenditure of the companies, all branches of expenditure were included; for certain purposes, however, more especially for showing the expenditure per train mile

and per mile of open railway, it is desirable to exclude the expenditure of railway companies on steamboats, docks, harbours, and canals. In Summary Table No. 16 a total is therefore given which shows the expenditure of the companies exclusive of Steamboat, Dock, Harbour and Canal Expenditure. The expenditure per train mile and per mile of open railway under each head except steamboat, etc., is shown in Table No. 19. The results per train mile run for the years 1904 and 1905 are summarised in the following statement :—

Expenditure on account of—	Cost per Train-mile.		Increase (+) or Decrease (–) in 1905.
	1905.	1904.	
	d.	d.	d.
Maintenance of way - - - -	6.33	6.40	(–) 0.07
Locomotive power - - - -	11.09	11.18	(–) 0.09
Rolling stock - - - -	3.45	3.41	(+) 0.04
Traffic expenses - - - -	12.32	12.37	(–) 0.05
General charges - - - -	1.62	1.59	(+) 0.03
Rates and taxes - - - -	2.85	2.88	(+) 0.03
Government duty* - - - -	0.22	0.22	—
Compensation:			
To Employees - - - -	0.10	0.10	—
Personal injuries to passengers - -	0.09	0.08	(+) 0.01
Damage to goods - - - -	0.23	0.24	(–) 0.01
Legal and Parliamentary expenses - -	0.20	0.18	(+) 0.02
Miscellaneous - - - -	1.21	1.20	(+) 0.01
Total (exclusive of expenditure on steamboats, docks, harbours and canals) ...	39.79	39.83	(–) 0.04

\* For Great Britain only. The railway passenger duty is not charged in Ireland.

The above statement shows that the total cost per train-mile remained practically stationary, and that there was but little variation under the several heads, the greatest changes being an increase of 0.09d. on Rates and Taxes, and a decrease of 0.09d. on Locomotive Power.

The usual calculations respecting the expenditure per train mile of some of the principal companies are given in Table No. 21 (*see* page 1).

### *Net Earnings and Dividends.*

As regards the actual net earnings of the companies in 1905, the total gross receipts (including 8 millions sterling received from steamboats, canals, hotels and other miscellaneous sources) amounted in the year to 113,531,000*l.*, and the total working expenditure to 70,065,000*l.* The net receipts therefore amounted to 43,466,000*l.*, as against 42,660,000*l.* in the previous year. The proportion of net earnings to capital was very slightly greater than in 1904, viz. :—3.39 per cent. as compared with 3.36 per cent. The amount of paid up capital increased during the year by about 14½ millions (1 per cent.), and the increase since 1900 has been 106½ millions (9 per cent.) As already stated, the average rates of dividend paid on the different classes of capital were practically the same in 1905 as in 1904.

The following statement compares the average proportion of net earnings to capital in each quinquennial period from 1871-75 to 1901-05.

	Years.				Proportion of total net earnings to Capital.	
					Per cent.	
Average of 1871-75	-	-	-	-	4.56	
" 1876-80	-	-	-	-	4.29	
" 1881-85	-	-	-	-	4.23	
" 1886-90	-	-	-	-	4.07	
" 1891-95	-	-	-	-	3.80	
" 1896-1900	-	-	-	-	3.64	
" 1901-05	-	-	-	-	3.37	

The proportion, it will be observed, shows a general tendency to decline. This, however, arises in part from nominal additions to capital on the conversion of stocks, such nominal additions representing, as already stated, over 15 per cent. of the total capital of the companies.

The following statement shows the amounts of each description of capital classed according to the rates of dividend or interest paid in 1905 :-

Rates of Dividend or Interest.	Ordinary.		Preferential.		Guaranteed.		Loans and Debenture Stock.	
	Amount of Capital.	Per cent. of Total.	Amount of Capital.	Per cent. of Total.	Amount of Capital.	Per cent. of Total.	Amount of Capital.	Per cent. of Total.
Nil	£. 60,748,972	13.6	£. 22,331,562	6.6	£. 261,709	0.2	£. 435,583	0.2
Not above 1 per cent.	16,368,351	3.6	188,590	0.1	—	—	1,234,233	0.4
Above 1 and not above 2 per cent.	40,830,732	9.0	—	—	1,381,186	1.1	86,647	0.0
" 2 " 2 " "	196,731,098	26.2	101,321,589	30.3	23,628,029	26.0	182,163,234	33.6
" 3 " 4 " "	79,200,037	16.4	188,808,731	47.3	55,118,545	45.0	104,725,336	30.3
" 4 " 6 " "	14,635,635	3.2	48,340,210	14.7	24,497,743	30.5	31,733,994	15.4
" 5 " 6 " "	37,798,231	18.2	1,863,614	0.6	2,668,290	2.2	1,562,144	0.5
" 6 " 7 " "	48,432,236	10.6	—	—	2,990	0.0	—	—
" 7 " 8 " "	1,389,098	0.3	—	—	—	—	5,406	0.0
" 8 " 9 " "	225,990	0.0	—	—	—	—	—	—
Total	483,486,648	100.0	334,374,026	100.0	119,716,446	100.0	385,214,813	100.0

The following Table shows the amounts of the ordinary capital grouped according to dividends paid in each of the last five years, and enables the variations which have occurred during that period to be easily traced :-

Rates of Dividend.	Amount—Million £					Percentage of Total.				
	1901.	1902.	1903.	1904.	1905.	1901.	1902.	1903.	1904.	1905.
Nil	46.0	30.9	60.6	47.6	66.5	1.9	1.3	1.5	1.6	1.3
Not above 1 per cent.	17.5	20.9	38.5	26.6	20.9	0.8	0.9	0.9	0.4	0.2
Above 1 and not above 2 per cent.	36.0	26.1	17.5	10.9	41.5	1.5	1.1	0.7	0.2	0.3
" 2 " 2 " "	149.7	122.1	119.0	126.5	226.7	6.2	5.4	5.0	3.7	8.8
" 3 " 4 " "	66.4	69.6	69.6	64.6	59.6	2.8	2.9	2.9	2.6	2.4
" 4 " 6 " "	30.8	14.0	15.0	9.6	34.1	1.3	0.6	0.6	0.4	1.4
" 5 " 6 " "	30.6	151.6	125.7	180.3	87.0	1.3	6.4	5.2	7.4	3.7
" 6 " 7 " "	7.7	8.1	9.6	8.6	48.4	0.3	0.3	0.4	0.4	2.0
" 7 " 8 " "	—	9.2	0.7	3.3	1.4	—	—	0.1	0.1	0.0
" 8 " 9 " "	0.5	1.3	1.6	0.6	0.2	0.0	0.0	0.0	0.0	0.0
Above 9 per cent.	0.4	—	—	0.0	—	0.0	—	—	0.0	—
Total	484.4	452.9	472.5	487.2	483.5	100.0	100.0	100.0	100.0	100.0

*Track Mileage and Length of Sidings.*

In the Report for the year 1903, reference was made to a new table containing particulars collected for the first time with regard to track mileage and length of sidings. The Returns obtained for 1903 were incomplete, and the figures shown in the Table were partly estimated. For 1904, Returns were received in respect of all the railways of the United Kingdom, but in some cases the companies were able to furnish an approximate Return only, pending the completion of the re-measurement of their lines. It is understood that the re-measurement had not, in some few cases, been completed at the end of 1905, and the figures for that year shown in the Table No. 4, on page xxv, are not put forward as being absolutely correct, although they no doubt approximate very closely to the correct figures. According to the particulars shown in the Table the total length of the running track of the railways of the United Kingdom, at the end of 1905, was 38,431 miles, and the total length of sidings was 13,891 miles.

*Summary.*

The principal facts brought out by a comparison of last year's Returns with those of 1904, are summarised below, in accordance with the usual practice:—

SUMMARY of the MILEAGE, CAPITAL, TRAFFIC RECEIPTS, WORKING EXPENSES, and NET EARNINGS of the RAILWAYS of the UNITED KINGDOM in 1904 and 1905 compared.

	1905.	1904.	Increase in 1905.	
			Amount.	Per cent.
	Miles.	Miles.	Miles.	
Mileage . . . . .	22,847	22,634	213	0.9
Of which double or more . . . . .	12,653	12,590	63	0.5
Track Mileage (including sidings) . . . . .	52,325	51,634	688	1.3
	£.	£.	£.	
Capital . . . . .	1,285,801,000	1,268,495,000	14,306,000	1.1
Amount included in the foregoing which is nominal only . . . . .	194,241,000	193,424,000	817,000	0.4
Ordinary Capital . . . . .	483,496,000	480,290,000	3,206,000	0.7
Amount included in the foregoing which is nominal only . . . . .	89,002,000	88,225,000	777,000	0.9
Receipts:—	£.	£.	£.	
Passenger traffic . . . . .	48,790,000	48,398,000	392,000	0.7
Goods traffic . . . . .	56,412,000	55,400,000	1,012,000	1.8
Miscellaneous . . . . .	8,393,000	8,045,000	348,000	4.4
Total . . . . .	113,595,000	111,843,000	1,752,000	1.5
Working expenditure . . . . .	70,065,000	69,173,000	892,000	1.3
Net earnings . . . . .	43,466,000	42,670,000	796,000	1.9
	Per cent.	Per cent.		
Proportion of net earnings to capital . . . . .	3.39	3.36	0.03	0.9
Dividend paid on ordinary capital . . . . .	*3.97	*3.25	0.02	0.6

\* These percentages are calculated on amounts a little in excess of the true totals. See note to Summary Table No. 9.

The summary shows that in 1905, as compared with 1904, there were small increases in capital, gross receipts, working expenditure and net earnings, and that the percentage borne by net earnings to total capital, remained approximately the same as in 1904.

I have, &c.,

COMMERCIAL, LABOUR AND  
STATISTICAL DEPARTMENTS,  
BOARD OF TRADE,  
August, 1906.

A. WILSON FOX.



## SUMMARY TABLE for UNITED

No. 1.—LEASERS OF LINE, CAPITAL, PASSENGERS CONVERTED,

Year.	LENGTH OF LINE OPEN FOR TRAFFIC AT THE END OF EACH YEAR.			CAPITAL AUTHORIZED.			CAPITAL PAID UP.					
	Double or more.	Single.	TOTAL.	By Shares and Stock.	By Loans and Debenture Stock.	TOTAL.	Ordinary.	Preferential.	Guaranteed.	Loans.	Debenture Stock.	TOTAL.
1859	—	—	104.22	421,303,373	288,222,543	699,525,916	752,222,136	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1871	6,240	7,438	13,678	451,699,000	305,307,043	757,006,043	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1873	8,483	7,909	16,392	472,468,978	323,660,649	796,129,627	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1875	8,607	7,905	16,512	490,222,772	348,502,649	838,725,421	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1877	8,240	7,700	15,940	515,999,520	368,360,649	884,360,169	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1879	8,240	7,700	15,940	530,000,000	387,675,073	917,675,073	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1881	8,240	7,700	15,940	540,000,000	407,000,000	947,000,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1883	8,240	7,700	15,940	550,000,000	426,325,000	976,325,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1885	8,240	7,700	15,940	560,000,000	445,650,000	1,005,650,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1887	8,240	7,700	15,940	570,000,000	464,975,000	1,034,975,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1889	8,240	7,700	15,940	580,000,000	484,300,000	1,064,300,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1891	8,240	7,700	15,940	590,000,000	503,625,000	1,093,625,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1893	8,240	7,700	15,940	600,000,000	522,950,000	1,122,950,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1895	8,240	7,700	15,940	610,000,000	542,275,000	1,152,275,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1897	8,240	7,700	15,940	620,000,000	561,600,000	1,181,600,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1899	8,240	7,700	15,940	630,000,000	580,925,000	1,210,925,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1901	8,240	7,700	15,940	640,000,000	600,250,000	1,240,250,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1903	8,240	7,700	15,940	650,000,000	619,575,000	1,269,575,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916
1905	8,240	7,700	15,940	660,000,000	638,900,000	1,298,900,000	186,254,659	1,000,000,000	54,132,222	90,713,779	11,709,150	1,696,045,916

1 Number of miles constructed.

2 Including 11,000 Capitalized Bonds.

3 Loans and Share Capital received.

4 If there was a larger nominal increase in the capital of some companies than the assimilation of stocks.

5 Including 10,000 which may be raised by ordinary Capital or Debenture Stock.

6 An amount of £2,250,000, included in previous years as ordinary capital, has been included in the 1905 figures as guaranteed capital.

## KINGDOM in each Year from 1870 to 1905.

GROSS AND NET RECEIPTS, AND WORKING EXPENSES.

Years of Parliamentary Accounts opened, exclusive of those of the Trust Holders.	GROSS RECEIPTS.										WORKING EXPENDITURE.		NET RECEIPTS.		Year.	
	From PASSENGER TRAFFIC.		From Goods Traffic.		Total from Traffic.				Miscellaneous.		Total from all Sources.	Total.		Total.		Pro- portion to Total up to 1904.
	Total.	Pro- portion to Total Re- ceipts.	Total.	Pro- portion to Total Re- ceipts.	Total.	Per Mile of Line open.	Per Train Mile.	Rents, Tolls, Navigation, Stores, &c.	Pro- portion to Total Re- ceipts.	Pro- portion to Total Receipts.						
										Total.		Per Cent.	Total.			
£s.	£	Per Cent.	£	Per Cent.	£	£	s.	d.	£	Per Cent.	£	£	Per Cent.	£	Per Cent.	
1870	18,200,000	47.93	34,115,350	50.93	52,315,350	5,796	s. 34		1,897,073	4.58	44,212,423	31,700,000	48	12,512,423	4.41	1870
1871	20,200,000	47.78	36,466,079	51.17	56,666,079	6,084	s. 8		1,756,225	3.65	48,422,304	33,100,000	47	15,322,304	4.68	1871
1872	21,200,000	47.87	37,016,000	51.00	58,216,000	6,384	s. 41		1,811,308	3.65	49,027,308	33,500,000	48	15,527,308	4.74	1872
1873	22,200,000	47.81	37,307,000	51.11	59,507,000	6,480	s. 71		1,906,879	3.88	51,413,879	34,000,000	50	17,413,879	4.89	1873
1874	23,200,000	47.90	37,600,000	51.26	60,800,000	6,480	s. 3		2,000,000	3.38	52,800,000	34,500,000	50	18,300,000	4.97	1874
1875	24,200,000	47.90	37,600,000	51.26	61,800,000	6,480	s. 75		2,000,000	3.26	53,800,000	35,000,000	50	18,800,000	4.95	1875
1876	25,200,000	47.90	37,600,000	51.26	62,800,000	6,480	s. 48		2,000,000	3.26	54,800,000	35,500,000	50	19,300,000	4.95	1876
1877	26,200,000	47.90	37,600,000	51.26	63,800,000	6,480	s. 41		2,000,000	3.26	55,800,000	36,000,000	50	19,800,000	4.95	1877
1878	27,200,000	47.90	37,600,000	51.26	64,800,000	6,480	s. 38		2,000,000	3.26	56,800,000	36,500,000	50	20,300,000	4.95	1878
1879	28,200,000	47.90	37,600,000	51.26	65,800,000	6,480	s. 35		2,000,000	3.26	57,800,000	37,000,000	50	20,800,000	4.95	1879
1880	29,200,000	47.90	37,600,000	51.26	66,800,000	6,480	s. 32		2,000,000	3.26	58,800,000	37,500,000	50	21,300,000	4.95	1880
1881	30,200,000	47.90	37,600,000	51.26	67,800,000	6,480	s. 29		2,000,000	3.26	59,800,000	38,000,000	50	21,800,000	4.95	1881
1882	31,200,000	47.90	37,600,000	51.26	68,800,000	6,480	s. 26		2,000,000	3.26	60,800,000	38,500,000	50	22,300,000	4.95	1882
1883	32,200,000	47.90	37,600,000	51.26	69,800,000	6,480	s. 23		2,000,000	3.26	61,800,000	39,000,000	50	22,800,000	4.95	1883
1884	33,200,000	47.90	37,600,000	51.26	70,800,000	6,480	s. 20		2,000,000	3.26	62,800,000	39,500,000	50	23,300,000	4.95	1884
1885	34,200,000	47.90	37,600,000	51.26	71,800,000	6,480	s. 17		2,000,000	3.26	63,800,000	40,000,000	50	23,800,000	4.95	1885
1886	35,200,000	47.90	37,600,000	51.26	72,800,000	6,480	s. 14		2,000,000	3.26	64,800,000	40,500,000	50	24,300,000	4.95	1886
1887	36,200,000	47.90	37,600,000	51.26	73,800,000	6,480	s. 11		2,000,000	3.26	65,800,000	41,000,000	50	24,800,000	4.95	1887
1888	37,200,000	47.90	37,600,000	51.26	74,800,000	6,480	s. 8		2,000,000	3.26	66,800,000	41,500,000	50	25,300,000	4.95	1888
1889	38,200,000	47.90	37,600,000	51.26	75,800,000	6,480	s. 5		2,000,000	3.26	67,800,000	42,000,000	50	25,800,000	4.95	1889
1890	39,200,000	47.90	37,600,000	51.26	76,800,000	6,480	s. 2		2,000,000	3.26	68,800,000	42,500,000	50	26,300,000	4.95	1890
1891	40,200,000	47.90	37,600,000	51.26	77,800,000	6,480	s. 0		2,000,000	3.26	69,800,000	43,000,000	50	26,800,000	4.95	1891
1892	41,200,000	47.90	37,600,000	51.26	78,800,000	6,480	s. 0		2,000,000	3.26	70,800,000	43,500,000	50	27,300,000	4.95	1892
1893	42,200,000	47.90	37,600,000	51.26	79,800,000	6,480	s. 0		2,000,000	3.26	71,800,000	44,000,000	50	27,800,000	4.95	1893
1894	43,200,000	47.90	37,600,000	51.26	80,800,000	6,480	s. 0		2,000,000	3.26	72,800,000	44,500,000	50	28,300,000	4.95	1894
1895	44,200,000	47.90	37,600,000	51.26	81,800,000	6,480	s. 0		2,000,000	3.26	73,800,000	45,000,000	50	28,800,000	4.95	1895
1896	45,200,000	47.90	37,600,000	51.26	82,800,000	6,480	s. 0		2,000,000	3.26	74,800,000	45,500,000	50	29,300,000	4.95	1896
1897	46,200,000	47.90	37,600,000	51.26	83,800,000	6,480	s. 0		2,000,000	3.26	75,800,000	46,000,000	50	29,800,000	4.95	1897
1898	47,200,000	47.90	37,600,000	51.26	84,800,000	6,480	s. 0		2,000,000	3.26	76,800,000	46,500,000	50	30,300,000	4.95	1898
1899	48,200,000	47.90	37,600,000	51.26	85,800,000	6,480	s. 0		2,000,000	3.26	77,800,000	47,000,000	50	30,800,000	4.95	1899
1900	49,200,000	47.90	37,600,000	51.26	86,800,000	6,480	s. 0		2,000,000	3.26	78,800,000	47,500,000	50	31,300,000	4.95	1900
1901	50,200,000	47.90	37,600,000	51.26	87,800,000	6,480	s. 0		2,000,000	3.26	79,800,000	48,000,000	50	31,800,000	4.95	1901
1902	51,200,000	47.90	37,600,000	51.26	88,800,000	6,480	s. 0		2,000,000	3.26	80,800,000	48,500,000	50	32,300,000	4.95	1902
1903	52,200,000	47.90	37,600,000	51.26	89,800,000	6,480	s. 0		2,000,000	3.26	81,800,000	49,000,000	50	32,800,000	4.95	1903
1904	53,200,000	47.90	37,600,000	51.26	90,800,000	6,480	s. 0		2,000,000	3.26	82,800,000	49,500,000	50	33,300,000	4.95	1904
1905	54,200,000	47.90	37,600,000	51.26	91,800,000	6,480	s. 0		2,000,000	3.26	83,800,000	50,000,000	50	33,800,000	4.95	1905

† The returns for the Great Western Railway Company were for eleven months only; the Company having changed the date to which its accounts were made.

‡ Including 14,760, received by the North-Eastern Company from the London, Brighton, and South Coast Company.

GENERAL SUMMARY 1850 TO 1905.

NO. 2.—GENERAL SUMMARY FOR THE UNITED KINGDOM FROM 1850 TO 1905.

Year.	Length of Line open for Traffic.	Total Number of Passengers carried (exclusive of Season Ticket Holders).	Weight of Goods and Minerals Conveyed.	Total Capital Paid up-£	Gross Receipts.	Working Expenses.	Net Receipts.	Percentage of Net Receipts to Total Paid-up Capital.	Percentage of Working Expenses to Gross Receipts.
	Miles.	No.	Tons.	£	£	£	£		
1850	4,021	72,934,432	*	240,370,745	13,294,909†	*	—	—	—
1860	10,433	163,158,678	69,837,719	248,130,327	22,766,022‡	12,187,368	14,578,654	4.19	47
1870	15,307‡	336,542,397	*	629,908,673	45,073,163	21,715,335	23,357,828	4.41	48
1880	17,993	603,828,035	235,300,629	729,316,548	65,481,625	33,801,124	31,680,501	4.30	51
1893	19,169	697,242,093	307,389,454	815,808,663	68,653,774	36,797,937	31,855,837	4.02	53
1899	20,073	817,734,646	363,119,427	1,074,472,025	79,948,739	43,183,550	36,765,189	4.10	54
1905	21,374	938,770,969	394,330,691	1,061,110,221	83,962,702	47,878,637	36,084,065	3.80	56
1900	21,835	1,142,270,636	424,929,513	1,176,001,800	104,901,838	64,743,630	40,158,208	3.41	62
1903	21,435	1,385,263,395	463,607,947	1,245,028,817	110,888,714	68,561,835	42,326,879	3.40	63
1904	22,694	1,198,733,730	449,837,628	1,308,494,693	111,833,372	69,172,631	42,660,741	3.26	62
1905	22,847	1,199,022,103	461,189,923	1,283,869,653	113,531,019	70,064,663	43,466,356	3.39	63

\* Cannot be stated.

† Excludes of "Miscellaneous" receipts, the amount of which is not available.

‡ Length of Line constructed.

§ Includes nominal additions to Capital on conversion, consolidation, or division of Stocks.

THE FOLLOWING STATEMENT SHOWS THE LENGTH OF LINE AT EACH GAUGE OPEN IN THE UNITED KINGDOM IN THE YEAR 1905.

Gauge.	1 ft. 6 in.	2 ft. 0 in.	2 ft. 6 in.	3 ft. 0 in.	3 ft. 6 in.	4 ft. 0 in.	4 ft. 6 in.	5 ft. 0 in.	5 ft. 6 in.	6 ft. 0 in.	6 ft. 6 in.	7 ft. 0 in.	7 ft. 6 in.	8 ft. 0 in.	8 ft. 6 in.	9 ft. 0 in.	9 ft. 6 in.	10 ft. 0 in.	10 ft. 6 in.	11 ft. 0 in.	11 ft. 6 in.	12 ft. 0 in.	12 ft. 6 in.	13 ft. 0 in.	13 ft. 6 in.	14 ft. 0 in.	14 ft. 6 in.	15 ft. 0 in.	15 ft. 6 in.	16 ft. 0 in.	16 ft. 6 in.	17 ft. 0 in.	17 ft. 6 in.	18 ft. 0 in.	18 ft. 6 in.	19 ft. 0 in.	19 ft. 6 in.	20 ft. 0 in.	20 ft. 6 in.	21 ft. 0 in.	21 ft. 6 in.	22 ft. 0 in.	22 ft. 6 in.	23 ft. 0 in.	23 ft. 6 in.	24 ft. 0 in.	24 ft. 6 in.	25 ft. 0 in.	25 ft. 6 in.	26 ft. 0 in.	26 ft. 6 in.	27 ft. 0 in.	27 ft. 6 in.	28 ft. 0 in.	28 ft. 6 in.	29 ft. 0 in.	29 ft. 6 in.	30 ft. 0 in.	30 ft. 6 in.	31 ft. 0 in.	31 ft. 6 in.	32 ft. 0 in.	32 ft. 6 in.	33 ft. 0 in.	33 ft. 6 in.	34 ft. 0 in.	34 ft. 6 in.	35 ft. 0 in.	35 ft. 6 in.	36 ft. 0 in.	36 ft. 6 in.	37 ft. 0 in.	37 ft. 6 in.	38 ft. 0 in.	38 ft. 6 in.	39 ft. 0 in.	39 ft. 6 in.	40 ft. 0 in.	40 ft. 6 in.	41 ft. 0 in.	41 ft. 6 in.	42 ft. 0 in.	42 ft. 6 in.	43 ft. 0 in.	43 ft. 6 in.	44 ft. 0 in.	44 ft. 6 in.	45 ft. 0 in.	45 ft. 6 in.	46 ft. 0 in.	46 ft. 6 in.	47 ft. 0 in.	47 ft. 6 in.	48 ft. 0 in.	48 ft. 6 in.	49 ft. 0 in.	49 ft. 6 in.	50 ft. 0 in.	50 ft. 6 in.	51 ft. 0 in.	51 ft. 6 in.	52 ft. 0 in.	52 ft. 6 in.	53 ft. 0 in.	53 ft. 6 in.	54 ft. 0 in.	54 ft. 6 in.	55 ft. 0 in.	55 ft. 6 in.	56 ft. 0 in.	56 ft. 6 in.	57 ft. 0 in.	57 ft. 6 in.	58 ft. 0 in.	58 ft. 6 in.	59 ft. 0 in.	59 ft. 6 in.	60 ft. 0 in.	60 ft. 6 in.	61 ft. 0 in.	61 ft. 6 in.	62 ft. 0 in.	62 ft. 6 in.	63 ft. 0 in.	63 ft. 6 in.	64 ft. 0 in.	64 ft. 6 in.	65 ft. 0 in.	65 ft. 6 in.	66 ft. 0 in.	66 ft. 6 in.	67 ft. 0 in.	67 ft. 6 in.	68 ft. 0 in.	68 ft. 6 in.	69 ft. 0 in.	69 ft. 6 in.	70 ft. 0 in.	70 ft. 6 in.	71 ft. 0 in.	71 ft. 6 in.	72 ft. 0 in.	72 ft. 6 in.	73 ft. 0 in.	73 ft. 6 in.	74 ft. 0 in.	74 ft. 6 in.	75 ft. 0 in.	75 ft. 6 in.	76 ft. 0 in.	76 ft. 6 in.	77 ft. 0 in.	77 ft. 6 in.	78 ft. 0 in.	78 ft. 6 in.	79 ft. 0 in.	79 ft. 6 in.	80 ft. 0 in.	80 ft. 6 in.	81 ft. 0 in.	81 ft. 6 in.	82 ft. 0 in.	82 ft. 6 in.	83 ft. 0 in.	83 ft. 6 in.	84 ft. 0 in.	84 ft. 6 in.	85 ft. 0 in.	85 ft. 6 in.	86 ft. 0 in.	86 ft. 6 in.	87 ft. 0 in.	87 ft. 6 in.	88 ft. 0 in.	88 ft. 6 in.	89 ft. 0 in.	89 ft. 6 in.	90 ft. 0 in.	90 ft. 6 in.	91 ft. 0 in.	91 ft. 6 in.	92 ft. 0 in.	92 ft. 6 in.	93 ft. 0 in.	93 ft. 6 in.	94 ft. 0 in.	94 ft. 6 in.	95 ft. 0 in.	95 ft. 6 in.	96 ft. 0 in.	96 ft. 6 in.	97 ft. 0 in.	97 ft. 6 in.	98 ft. 0 in.	98 ft. 6 in.	99 ft. 0 in.	99 ft. 6 in.	100 ft. 0 in.	100 ft. 6 in.	101 ft. 0 in.	101 ft. 6 in.	102 ft. 0 in.	102 ft. 6 in.	103 ft. 0 in.	103 ft. 6 in.	104 ft. 0 in.	104 ft. 6 in.	105 ft. 0 in.	105 ft. 6 in.	106 ft. 0 in.	106 ft. 6 in.	107 ft. 0 in.	107 ft. 6 in.	108 ft. 0 in.	108 ft. 6 in.	109 ft. 0 in.	109 ft. 6 in.	110 ft. 0 in.	110 ft. 6 in.	111 ft. 0 in.	111 ft. 6 in.	112 ft. 0 in.	112 ft. 6 in.	113 ft. 0 in.	113 ft. 6 in.	114 ft. 0 in.	114 ft. 6 in.	115 ft. 0 in.	115 ft. 6 in.	116 ft. 0 in.	116 ft. 6 in.	117 ft. 0 in.	117 ft. 6 in.	118 ft. 0 in.	118 ft. 6 in.	119 ft. 0 in.	119 ft. 6 in.	120 ft. 0 in.	120 ft. 6 in.	121 ft. 0 in.	121 ft. 6 in.	122 ft. 0 in.	122 ft. 6 in.	123 ft. 0 in.	123 ft. 6 in.	124 ft. 0 in.	124 ft. 6 in.	125 ft. 0 in.	125 ft. 6 in.	126 ft. 0 in.	126 ft. 6 in.	127 ft. 0 in.	127 ft. 6 in.	128 ft. 0 in.	128 ft. 6 in.	129 ft. 0 in.	129 ft. 6 in.	130 ft. 0 in.	130 ft. 6 in.	131 ft. 0 in.	131 ft. 6 in.	132 ft. 0 in.	132 ft. 6 in.	133 ft. 0 in.	133 ft. 6 in.	134 ft. 0 in.	134 ft. 6 in.	135 ft. 0 in.	135 ft. 6 in.	136 ft. 0 in.	136 ft. 6 in.	137 ft. 0 in.	137 ft. 6 in.	138 ft. 0 in.	138 ft. 6 in.	139 ft. 0 in.	139 ft. 6 in.	140 ft. 0 in.	140 ft. 6 in.	141 ft. 0 in.	141 ft. 6 in.	142 ft. 0 in.	142 ft. 6 in.	143 ft. 0 in.	143 ft. 6 in.	144 ft. 0 in.	144 ft. 6 in.	145 ft. 0 in.	145 ft. 6 in.	146 ft. 0 in.	146 ft. 6 in.	147 ft. 0 in.	147 ft. 6 in.	148 ft. 0 in.	148 ft. 6 in.	149 ft. 0 in.	149 ft. 6 in.	150 ft. 0 in.	150 ft. 6 in.	151 ft. 0 in.	151 ft. 6 in.	152 ft. 0 in.	152 ft. 6 in.	153 ft. 0 in.	153 ft. 6 in.	154 ft. 0 in.	154 ft. 6 in.	155 ft. 0 in.	155 ft. 6 in.	156 ft. 0 in.	156 ft. 6 in.	157 ft. 0 in.	157 ft. 6 in.	158 ft. 0 in.	158 ft. 6 in.	159 ft. 0 in.	159 ft. 6 in.	160 ft. 0 in.	160 ft. 6 in.	161 ft. 0 in.	161 ft. 6 in.	162 ft. 0 in.	162 ft. 6 in.	163 ft. 0 in.	163 ft. 6 in.	164 ft. 0 in.	164 ft. 6 in.	165 ft. 0 in.	165 ft. 6 in.	166 ft. 0 in.	166 ft. 6 in.	167 ft. 0 in.	167 ft. 6 in.	168 ft. 0 in.	168 ft. 6 in.	169 ft. 0 in.	169 ft. 6 in.	170 ft. 0 in.	170 ft. 6 in.	171 ft. 0 in.	171 ft. 6 in.	172 ft. 0 in.	172 ft. 6 in.	173 ft. 0 in.	173 ft. 6 in.	174 ft. 0 in.	174 ft. 6 in.	175 ft. 0 in.	175 ft. 6 in.	176 ft. 0 in.	176 ft. 6 in.	177 ft. 0 in.	177 ft. 6 in.	178 ft. 0 in.	178 ft. 6 in.	179 ft. 0 in.	179 ft. 6 in.	180 ft. 0 in.	180 ft. 6 in.	181 ft. 0 in.	181 ft. 6 in.	182 ft. 0 in.	182 ft. 6 in.	183 ft. 0 in.	183 ft. 6 in.	184 ft. 0 in.	184 ft. 6 in.	185 ft. 0 in.	185 ft. 6 in.	186 ft. 0 in.	186 ft. 6 in.	187 ft. 0 in.	187 ft. 6 in.	188 ft. 0 in.	188 ft. 6 in.	189 ft. 0 in.	189 ft. 6 in.	190 ft. 0 in.	190 ft. 6 in.	191 ft. 0 in.	191 ft. 6 in.	192 ft. 0 in.	192 ft. 6 in.	193 ft. 0 in.	193 ft. 6 in.	194 ft. 0 in.	194 ft. 6 in.	195 ft. 0 in.	195 ft. 6 in.	196 ft. 0 in.	196 ft. 6 in.	197 ft. 0 in.	197 ft. 6 in.	198 ft. 0 in.	198 ft. 6 in.	199 ft. 0 in.	199 ft. 6 in.	200 ft. 0 in.	200 ft. 6 in.	201 ft. 0 in.	201 ft. 6 in.	202 ft. 0 in.	202 ft. 6 in.	203 ft. 0 in.	203 ft. 6 in.	204 ft. 0 in.	204 ft. 6 in.	205 ft. 0 in.	205 ft. 6 in.	206 ft. 0 in.	206 ft. 6 in.	207 ft. 0 in.	207 ft. 6 in.	208 ft. 0 in.	208 ft. 6 in.	209 ft. 0 in.	209 ft. 6 in.	210 ft. 0 in.	210 ft. 6 in.	211 ft. 0 in.	211 ft. 6 in.	212 ft. 0 in.	212 ft. 6 in.	213 ft. 0 in.	213 ft. 6 in.	214 ft. 0 in.	214 ft. 6 in.	215 ft. 0 in.	215 ft. 6 in.	216 ft. 0 in.	216 ft. 6 in.	217 ft. 0 in.	217 ft. 6 in.	218 ft. 0 in.	218 ft. 6 in.	219 ft. 0 in.	219 ft. 6 in.	220 ft. 0 in.	220 ft. 6 in.	221 ft. 0 in.	221 ft. 6 in.	222 ft. 0 in.	222 ft. 6 in.	223 ft. 0 in.	223 ft. 6 in.	224 ft. 0 in.	224 ft. 6 in.	225 ft. 0 in.	225 ft. 6 in.	226 ft. 0 in.	226 ft. 6 in.	227 ft. 0 in.	227 ft. 6 in.	228 ft. 0 in.	228 ft. 6 in.	229 ft. 0 in.	229 ft. 6 in.	230 ft. 0 in.	230 ft. 6 in.	231 ft. 0 in.	231 ft. 6 in.	232 ft. 0 in.	232 ft. 6 in.	233 ft. 0 in.	233 ft. 6 in.	234 ft. 0 in.	234 ft. 6 in.	235 ft. 0 in.	235 ft. 6 in.	236 ft. 0 in.	236 ft. 6 in.	237 ft. 0 in.	237 ft. 6 in.	238 ft. 0 in.	238 ft. 6 in.	239 ft. 0 in.	239 ft. 6 in.	240 ft. 0 in.	240 ft. 6 in.	241 ft. 0 in.	241 ft. 6 in.	242 ft. 0 in.	242 ft. 6 in.	243 ft. 0 in.	243 ft. 6 in.	244 ft. 0 in.	244 ft. 6 in.	245 ft. 0 in.	245 ft. 6 in.	246 ft. 0 in.	246 ft. 6 in.	247 ft. 0 in.	247 ft. 6 in.	248 ft. 0 in.	248 ft. 6 in.	249 ft. 0 in.	249 ft. 6 in.	250 ft. 0 in.	250 ft. 6 in.	251 ft. 0 in.	251 ft. 6 in.	252 ft. 0 in.	252 ft. 6 in.	253 ft. 0 in.	253 ft. 6 in.	254 ft. 0 in.	254 ft. 6 in.	255 ft. 0 in.	255 ft. 6 in.	256 ft. 0 in.	256 ft. 6 in.	257 ft. 0 in.	257 ft. 6 in.	258 ft. 0 in.	258 ft. 6 in.	259 ft. 0 in.	259 ft. 6 in.	260 ft. 0 in.	260 ft. 6 in.	261 ft. 0 in.	261 ft. 6 in.	262 ft. 0 in.	262 ft. 6 in.	263 ft. 0 in.	263 ft. 6 in.	264 ft. 0 in.	264 ft. 6 in.	265 ft. 0 in.	265 ft. 6 in.	266 ft. 0 in.	266 ft. 6 in.	267 ft. 0 in.	267 ft. 6 in.	268 ft. 0 in.	268 ft. 6 in.	269 ft. 0 in.	269 ft. 6 in.	270 ft. 0 in.	270 ft. 6 in.	271 ft. 0 in.	271 ft. 6 in.	272 ft. 0 in.	272 ft. 6 in.	273 ft. 0 in.	273 ft. 6 in.	274 ft. 0 in.	274 ft. 6 in.	275 ft. 0 in.	275 ft. 6 in.	276 ft. 0 in.	276 ft. 6 in.	277 ft. 0 in.	277 ft. 6 in.	278 ft. 0 in.	278 ft. 6 in.	279 ft. 0 in.	279 ft. 6 in.	280 ft. 0 in.	280 ft. 6 in.	281 ft. 0 in.	281 ft. 6 in.	282 ft. 0 in.	282 ft. 6 in.	283 ft. 0 in.	283 ft. 6 in.	284 ft. 0 in.	284 ft. 6 in.	285 ft. 0 in.	285 ft. 6 in.	286 ft. 0 in.	286 ft. 6 in.	287 ft. 0 in.	287 ft. 6 in.	288 ft. 0 in.	288 ft. 6 in.	289 ft. 0 in.	289 ft. 6 in.	290 ft. 0 in.	290 ft. 6 in.	291 ft. 0 in.	291 ft. 6 in.	292 ft. 0 in.	292 ft. 6 in.	293 ft. 0 in.	293 ft. 6 in.	294 ft. 0 in.	294 ft. 6 in.	295 ft. 0 in.	295 ft. 6 in.	296 ft. 0 in.	296 ft. 6 in.	297 ft. 0 in.	297 ft. 6 in.	298 ft. 0 in.	298 ft. 6 in.	299 ft. 0 in.	299 ft. 6 in.	300 ft. 0 in.	300 ft. 6 in.	301 ft. 0 in.	301 ft. 6 in.	302 ft. 0 in.	302 ft. 6 in.	303 ft. 0 in.	303 ft. 6 in.	304 ft. 0 in.	304 ft. 6 in.	305 ft. 0 in.	305 ft. 6 in.	306 ft. 0 in.	306 ft. 6 in.	307 ft. 0 in.	307 ft. 6 in.	308 ft. 0 in.	308 ft. 6 in.	309 ft. 0 in.	309 ft. 6 in.	310 ft. 0 in.	310 ft. 6 in.	311 ft. 0 in.	311 ft. 6 in.	312 ft. 0 in.	312 ft. 6 in.	313 ft. 0 in.	313 ft. 6 in.	314 ft. 0 in.	314 ft. 6 in.	315 ft. 0 in.	315 ft. 6 in.	316 ft. 0 in.	316 ft. 6 in.	317 ft. 0 in.	317 ft. 6 in.	318 ft. 0 in.	318 ft. 6 in.	319 ft. 0 in.	319 ft. 6 in.	320 ft. 0 in.	320 ft. 6 in.	321 ft. 0 in.	321 ft. 6 in.	322 ft. 0 in.	322 ft. 6 in.	323 ft. 0 in.	323 ft. 6 in.	324 ft. 0 in.	324 ft. 6 in.	325 ft. 0 in.	325 ft. 6 in.	326 ft. 0 in.	326 ft. 6 in.	327 ft. 0 in.	327 ft. 6 in.	328 ft. 0 in.	328 ft. 6 in.	329 ft. 0 in.	329 ft. 6 in.	330 ft. 0 in.	330 ft. 6 in.	331 ft. 0 in.	331 ft. 6 in.	332 ft. 0 in.	332 ft. 6 in.	333 ft. 0 in.	333 ft. 6 in.	334 ft. 0 in.	334 ft. 6 in.	335 ft. 0 in.	335 ft. 6 in.	336 ft. 0 in.	336 ft. 6 in.	337 ft. 0 in.	337 ft. 6 in.	338 ft. 0 in.	338 ft. 6 in.	339 ft. 0 in.	339 ft. 6 in.	340 ft. 0 in.	340 ft. 6 in.	341 ft. 0 in.	341 ft. 6 in.	342 ft. 0 in.	342 ft. 6 in.	343 ft. 0 in.	343 ft. 6 in.	344 ft. 0 in.	344 ft. 6 in.	345 ft. 0 in.	345 ft. 6 in.	346 ft. 0 in.	346 ft. 6 in.	347 ft. 0 in.	347 ft. 6 in.	348 ft. 0 in.	348 ft. 6 in.	349 ft. 0 in.	349 ft. 6 in.	350 ft. 0 in.	350 ft. 6 in.	351 ft. 0 in.	351 ft. 6 in.	352 ft. 0 in.	352 ft. 6 in.	353 ft. 0 in.	353 ft. 6 in.	354 ft. 0 in.	354 ft. 6 in.	355 ft. 0 in.	355 ft. 6 in.	356 ft. 0 in.	356 ft. 6 in.	357 ft. 0 in.	357 ft. 6 in.	358 ft. 0 in.	358 ft. 6 in.	359 ft. 0 in.	359 ft. 6 in.	360 ft. 0 in.	360 ft. 6 in.	361 ft. 0 in.	361 ft. 6 in.	362 ft. 0 in.	362 ft. 6 in.	363 ft. 0 in.	363 ft. 6 in.	364 ft. 0 in.	364 ft. 6 in.	365 ft. 0 in.	365 ft. 6 in.	366 ft. 0 in.	366 ft. 6 in.	367 ft. 0 in.	367 ft. 6 in.	368 ft. 0 in.	368 ft. 6 in.	369 ft. 0 in.	369 ft. 6 in.	370 ft. 0 in.	370 ft. 6 in.	371 ft. 0 in.	371 ft. 6 in.	372 ft. 0 in.	372 ft. 6 in.	373 ft. 0 in.	373 ft. 6 in.	374 ft. 0 in.	374 ft. 6 in.	375 ft. 0 in.	375 ft. 6 in.	376 ft. 0 in.	376 ft. 6 in.	377 ft. 0 in.	377 ft. 6 in.	378 ft. 0 in.	378 ft. 6 in.	379 ft. 0 in.	379 ft. 6 in.	380 ft. 0 in.	380 ft. 6 in.	381 ft. 0 in.	381 ft. 6 in.	382 ft. 0 in.	382 ft. 6 in.	383 ft. 0 in.	383 ft. 6 in.	384 ft. 0 in.	384 ft. 6 in.	385 ft. 0 in.	385 ft. 6 in.	386 ft. 0 in.	386 ft. 6 in.	387 ft. 0 in.	387 ft. 6 in.	388 ft. 0 in.	388 ft. 6 in.	389 ft. 0 in.	389 ft. 6 in.	390 ft. 0 in.	390 ft. 6 in.	391 ft. 0 in.	391 ft. 6 in.	392 ft. 0 in.	392 ft. 6 in.	393 ft. 0 in.	393 ft. 6 in.	394 ft. 0 in.	394 ft. 6 in.	395 ft. 0 in.	395 ft. 6 in.	396 ft. 0 in.	396 ft. 6 in.	397 ft. 0 in.	397 ft. 6 in.	398 ft. 0 in.	398 ft. 6 in.	399 ft. 0 in.	399 ft. 6 in.	400 ft. 0 in.	400 ft. 6 in.	401 ft. 0 in.	401 ft. 6 in.	402 ft. 0 in.	402 ft. 6 in.	403 ft. 0 in.	403 ft. 6 in.	404 ft. 0 in.	404 ft.
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No. 3.—LENGTH OF RAILWAYS open for Traffic on the 31st December in each of the Years from 1896 to 1905.

	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
<b>IN ENGLAND AND WALES</b>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
Single	5,119	5,115	5,112	5,111	5,094	5,105	5,090	5,133	5,201	5,265
Double	8,589	9,705	9,835	9,933	9,222	9,290	9,294	9,344	9,261	9,487
Three					183	179	171	194	202	207
Four or more					719	741	800	938	973	1,002
<b>TOTAL</b>	<b>14,708</b>	<b>14,819</b>	<b>15,007</b>	<b>15,044</b>	<b>15,185</b>	<b>15,305</b>	<b>15,354</b>	<b>15,509</b>	<b>15,636</b>	<b>15,754</b>
<b>IN SCOTLAND</b>										
Single	2,607	2,639	2,638	2,667	2,660	2,721	2,725	2,764	2,806	2,894
Double	1,384	1,408	1,415	1,425	1,417	1,423	1,405	1,451	1,452	1,519
Three					3	3	23	23	23	47
Four or more					10	10	27	27	29	31
<b>TOTAL</b>	<b>3,991</b>	<b>3,447</b>	<b>3,473</b>	<b>3,492</b>	<b>3,485</b>	<b>3,562</b>	<b>3,559</b>	<b>3,664</b>	<b>3,713</b>	<b>3,904</b>
<b>IN IRELAND</b>										
Single	2,592	2,548	2,597	2,615	2,667	2,736	2,738	2,838	2,845	2,855
Double	616	419	619	621	635	687	687	632	630	656
Three					1	1	1	—	1	1
Four or more					—	—	—	—	—	—
<b>TOTAL</b>	<b>3,178</b>	<b>3,168</b>	<b>3,174</b>	<b>3,174</b>	<b>3,183</b>	<b>3,206</b>	<b>3,214</b>	<b>3,270</b>	<b>3,296</b>	<b>3,312</b>
<b>IN UNITED KINGDOM</b>										
Single	8,088	9,701	9,767	9,725	8,701	8,436	9,892	9,932	10,944	11,164
Double	11,589	11,732	11,892	11,977	11,264	11,343	11,329	11,327	11,363	11,625
Three					168	181	184	216	226	235
Four or more					728	751	827	907	1,004	1,033
<b>TOTAL</b>	<b>21,277</b>	<b>21,433</b>	<b>21,652</b>	<b>21,700</b>	<b>21,863</b>	<b>22,678</b>	<b>22,143</b>	<b>22,435</b>	<b>22,634</b>	<b>22,817</b>

No. 4.—MILEAGE OF LINE open on 31st December, 1903 and 1905, showing for the United Kingdom, the length of each track, together with the length of Sidings (reduced to single track)

	First Track.	Second Track.	Third Track.	Fourth Track.	Fifth Track.	Sixth Track.	Seventh Track.	Eighth Track.	Ninth Track.	Tenth Track.	Eleventh Track.	Twelfth Track.	Thirteenth Track.	Total Length of Track.	Length of Sidings (reduced to single track).	Total Length (Track and Sidings).
1903	<i>Miles.</i> 22,435	<i>Miles.</i> 12,517	<i>Miles.</i> 1,173	<i>Miles.</i> 868	<i>Miles.</i> 102	<i>Miles.</i> 49	<i>Miles.</i> 14	<i>Miles.</i> 3	<i>Miles.</i> —	<i>Miles.</i> —	<i>Miles.</i> —	<i>Miles.</i> —	<i>Miles.</i> —	37,225	13,369	50,624
1904	22,604	12,692	1,271	1,006	133	85	85	17	7	4	3	2	1	37,901	13,723	51,624
1905	22,870	12,819	1,284	1,067	170	97	60	21	11	5	3	3	1	38,431	13,681	52,112

Note:—The figures for 1903 are partly estimated, and those for 1904 and 1905 can only be taken as approximately correct. (See remarks on page XX.)

## ROLLING STOCK.

No. 5.—COMPARISON of the TOTAL NUMBER, and of the NUMBER PER MILE of OPEN RAILWAY

Year.	Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.			
ENGLAND AND WALES.						
	Total Number. *	Number per Mile Open.	Total Number.	Number per Mile Open.		
1896	35,120	1.10	55,646	2.42	13,531	.92
1897	34,600	1.12	57,142	2.51	14,133	.96
1898	34,020	1.13	58,155	2.54	14,673	.96
1899	35,500	1.14	59,633	2.59	14,965	1.00
1900	36,149	1.20	60,528	2.61	15,315	1.01
1901	36,630	1.22	61,674	2.72	15,729	1.03
1902	36,917	1.23	62,330	2.78	15,910	1.04
1903	37,123	1.24	62,632	2.77	15,223	1.05
1904	37,184	1.23	63,036	2.76	16,327	1.04
1905	37,073	1.21	63,669	2.76	16,664	1.03
SCOTLAND.						
1896	2,646	.60	4,793	1.41	2,062	.62
1897	2,692	.61	4,853	1.47	2,119	.61
1898	2,725	.62	4,919	1.47	2,156	.61
1899	2,841	.64	5,279	1.51	2,184	.63
1900	2,945	.67	5,432	1.56	2,222	.65
1901	2,979	.67	5,563	1.54	2,256	.63
1902	2,982	.67	5,568	1.56	2,266	.66
1903	2,988	.65	5,610	1.54	2,270	.65
1904	2,994	.64	5,582	1.53	2,268	.63
1905	2,989	.63	5,765	1.50	2,441	.66
IRELAND.						
1896	780	.25	1,814	.62	1,698	.54
1897	787	.25	1,825	.59	1,699	.54
1898	800	.25	1,861	.55	1,689	.55
1899	819	.25	1,872	.59	1,721	.55
1900	810	.25	1,866	.59	1,723	.56
1901	824	.26	1,917	.59	1,761	.55
1902	830	.26	1,966	.61	1,771	.56
1903	844	.26	1,973	.60	1,733	.56
1904	863	.26	1,980	.60	1,799	.56
1905	879	.26	2,068	.61	1,922	.56
UNITED KINGDOM.						
1896	38,966	.99	62,234	1.99	16,069	.78
1897	38,479	.91	64,633	2.65	17,228	.81
1898	37,914	.93	65,135	2.68	17,686	.83
1899	39,070	.95	66,176	2.73	18,270	.84
1900	39,304	.97	67,636	2.79	18,663	.85
1901	39,823	.99	68,684	2.82	19,140	.87
1902	40,130	1.00	69,324	2.85	19,437	.88
1903	40,385	1.00	69,485	2.85	19,794	.88
1904	40,643	.99	69,728	2.84	19,615	.88
1905	40,345	.98	71,182	2.84	19,727	.88

NOTE.—The number in the above table refer only to the carriages, waggons, locomotives, &c., belonging to, or hired by, the railway companies.  
\* Including electric locomotives.

of LOCOMOTIVES, CARRIAGES, and other VEHICLES in each of the Years from 1896 to 1905.

Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggon used on the Railway not included in the preceding Columns.	Total of Vehicles, excluding Locomotives.	Year.			
ENGLAND AND WALES.						
Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.	
460,097	31.69	12,846	.87	521,094	36.11	1896
480,119	32.40	13,306	.90	544,722	36.79	1897
496,553	33.92	14,627	.99	566,208	37.73	1898
513,156	34.11	15,305	1.02	592,477	38.73	1899
529,739	34.88	16,629	1.08	601,861	39.62	1900
538,794	35.07	16,601	1.07	610,263	39.89	1901
542,773	35.04	17,341	1.12	618,254	40.26	1902
545,180	35.17	17,262	1.11	621,542	40.59	1903
549,434	35.18	17,799	1.14	628,567	40.23	1904
552,728	35.14	17,719	1.13	630,070	40.05	1905
SCOTLAND.						
132,794	29.16	1,360	.90	140,949	41.37	1896
134,649	29.06	1,383	.90	143,180	41.54	1897
136,335	29.06	1,444	.92	147,844	42.06	1898
142,554	41.55	1,450	.92	154,368	44.42	1899
148,108	42.59	1,463	.92	157,225	45.11	1900
147,487	41.41	1,492	.92	156,758	44.99	1901
149,220	41.43	1,539	.95	156,679	44.92	1902
155,229	41.92	1,559	.96	162,504	44.46	1903
153,234	41.28	1,697	.96	163,621	43.98	1904
155,187	40.28	1,690	.94	162,863	42.94	1905
IRELAND.						
17,280	5.44	490	.25	20,711	8.58	1896
17,563	5.54	468	.23	20,364	8.62	1897
17,548	5.65	490	.26	21,401	8.74	1898
18,282	5.75	490	.26	21,771	8.88	1899
18,120	5.59	528	.28	21,690	8.90	1900
18,567	5.80	544	.28	22,509	7.02	1901
18,668	5.92	537	.28	22,694	7.15	1902
19,585	5.90	531	.28	22,575	7.12	1903
19,556	5.90	547	.28	22,675	7.16	1904
19,635	5.95	557	.29	22,690	7.19	1905
UNITED KINGDOM.						
618,061	39.16	14,690	.99	696,754	22.66	1896
632,320	39.90	15,145	.71	708,833	33.07	1897
653,768	39.96	16,757	.77	726,533	33.66	1898
677,069	31.20	17,371	.90	758,818	34.67	1899
695,967	31.80	18,713	.96	763,686	35.74	1900
702,636	31.63	18,737	.95	758,815	36.77	1901
711,029	32.10	19,594	.98	769,948	35.11	1902
717,694	31.99	19,750	.98	805,735	36.00	1903
722,266	31.41	20,354	.90	813,153	35.93	1904
735,518	31.76	20,420	.99	815,543	35.76	1905

NOTE.—The numbers in the above table refer only to the carriages, waggon, locomotives, etc., belonging to, or hired by, the railway companies.

## AUTHORISED AND PAID UP CAPITAL.

No. 6.—AMOUNT of CAPITAL of Railway Companies in each division of the United Kingdom authorised and paid up on 31st December, in each of the years from 1896 to 1906.

Year.	STOCK AND SHARE CAPITAL.		LOANS AND DEBT-STOCK.		TOTAL CAPITAL.	
	Authorised.	Paid up.	Authorised.	Raised.	Authorised.	Paid up and Raised.
ENGLAND AND WALES.						
1896	623,903,377	598,664,000	377,660,965	340,102,412	923,622,642	848,826,474
1897	708,435,602	647,311,515	392,444,279	340,099,500	950,967,881	884,411,015
1898	747,083,234	679,134,505	394,114,273	350,326,703	1,043,694,897	938,135,338
1899	768,706,189	690,967,342	391,798,542	330,732,265	1,071,617,897	969,713,907
1900	781,934,130	704,715,364	318,197,807	265,402,417	1,095,932,897	979,147,381
1901	794,854,569	716,274,837	316,539,800	270,371,915	1,111,394,380	988,643,792
1902	802,800,822	721,184,717	323,435,500	270,732,981	1,124,233,302	1,003,877,699
1903	824,382,038	744,828,220	334,594,380	287,592,905	1,166,269,396	1,022,494,325
1904	839,634,663	757,677,350	341,067,112	293,217,937	1,173,682,373	1,030,892,377
1905	837,702,907	757,593,364	344,015,462	298,497,890	1,181,746,374	1,043,700,664
SCOTLAND.						
1896	114,389,250	112,063,518	36,064,635	31,373,473	150,473,925	146,933,989
1897	118,386,380	122,634,633	37,196,794	31,320,943	155,683,674	152,867,386
1898	126,590,577	127,847,104	32,663,907	31,135,678	157,744,484	159,092,782
1899	122,027,368	129,833,933	38,476,078	31,684,668	160,593,381	161,805,671
1900	130,307,777	132,896,981	39,691,165	33,132,056	162,998,933	166,038,736
1901	135,109,869	138,653,365	39,797,160	33,678,048	164,900,124	168,662,437
1902	134,277,639	139,896,749	41,351,948	35,465,968	165,729,594	172,365,715
1903	126,062,592	138,417,589	42,402,948	36,246,632	163,196,147	175,657,340
1904	127,564,450	142,226,373	42,307,612	36,036,433	169,473,697	178,596,796
1905	129,365,631	143,188,922	42,412,162	37,566,454	170,818,783	180,691,726
IRELAND.						
1896	30,263,383	28,912,037	11,134,328	11,702,833	45,398,889	39,715,872
1897	30,578,113	27,988,160	11,065,106	11,473,259	43,664,229	39,462,437
1898	30,079,844	27,739,239	11,968,776	11,611,013	43,023,020	39,350,263
1899	30,765,215	28,949,722	12,996,499	11,842,571	43,762,624	40,092,659
1900	31,590,768	27,798,484	12,402,332	12,000,088	45,293,089	39,757,573
1901	32,542,312	28,164,081	11,937,307	12,590,188	46,478,519	40,254,239
1902	32,196,422	28,676,068	11,448,763	11,930,340	45,645,719	40,577,008
1903	31,333,313	26,845,302	11,921,799	11,116,903	44,252,292	*37,063,591
1904	31,333,313	27,234,286	11,345,799	11,177,818	44,789,282	38,413,094
1905	31,349,433	27,194,767	11,345,239	11,310,469	44,554,701	38,492,553
UNITED KINGDOM.						
1896	896,155,140	746,217,617	326,876,926	391,397,718	1,197,603,366	1,029,470,285
1897	937,688,993	797,936,267	339,730,183	391,628,796	1,190,915,175	1,069,703,095
1898	938,161,745	814,723,068	344,736,956	399,745,634	1,242,638,701	1,134,466,462
1899	938,601,713	849,966,037	352,676,224	393,340,444	1,273,776,648	1,152,317,681
1900	937,132,690	865,436,329	365,561,384	310,543,561	1,302,974,079	1,176,003,890
1901	938,514,701	879,492,583	366,974,366	316,972,186	1,322,468,008	1,193,964,478
1902	962,340,913	892,770,634	377,717,733	324,990,887	1,340,038,645	1,214,551,421
1903	961,795,733	910,699,909	396,164,074	334,609,006	1,371,936,825	1,243,628,917
1904	961,302,639	927,140,463	396,632,096	341,354,153	1,367,984,792	1,258,436,631
1905	957,137,970	927,593,123	399,703,886	345,214,812	1,366,822,698	1,262,800,558

\* The decrease shown is due to the inclusion of the capital of the "Hull and Northern Counties" Railway with that of the "Midland" Railway Company of England, to whom the "Hull and Northern Counties" Railway now belongs.

## CAPITAL OF EACH DESCRIPTION.

No. 7.—AMOUNT OF CAPITAL of Railway Companies in each division of the United Kingdom paid up or raised on 31st December, divided into Ordinary, Preferential, Guaranteed, Loans and Debenture Stock, and amount of Subscriptions to other Companies in each of the years 1896 to 1905.

Year.	Ordinary.	Preferential.	Guaranteed.	Loans.	Debenture Stock.	Subscriptions to Other Companies.	
						To Joint To Other Com- Railways Companies.	panies.
ENGLAND AND WALES.							
	£	£	£	£	£	£	
1896	268,765,767	206,892,866	86,823,429	11,022,699	284,624,532	32,007,282	
1897	343,806,323	216,739,104	94,739,566	11,366,896	237,696,602	33,796,012	
1898	348,541,812	220,430,047	94,143,266	10,902,918	246,065,845	33,823,823	
1899	323,031,890	343,309,910	84,638,442	10,733,514	246,934,221	34,633,348	
1900	326,077,736	350,437,931	94,629,497	10,799,455	254,791,962	33,747,393	
1901	364,227,291	350,879,137	95,177,339	16,871,836	228,799,869	36,563,941	
1902	370,262,039	360,945,235	96,717,463	16,719,919	266,003,892	36,473,240	
1903	380,435,027	360,991,772	97,869,222	17,905,799	270,076,266	43,994,482	
1904	386,184,894	373,261,846	98,241,250	17,634,823	273,865,414	55,353,761   18,234,482	
1905	396,782,431	378,144,711	98,306,192	16,402,832	278,689,638	55,753,934   17,200,844	
SCOTLAND.							
	£	£	£	£	£	£	
1896	99,841,617	48,473,831	13,225,070	815,172	30,527,289	1,662,229	
1897	85,248,996	44,211,490	12,076,198	560,491	30,470,453	1,662,229	
1898	68,738,241	66,042,685	12,076,198	300,671	30,335,947	2,062,697	
1899	70,689,022	46,141,733	16,078,198	388,683	31,294,225	2,328,046	
1900	71,834,287	66,246,226	12,073,198	435,335	32,696,720	2,332,196	
1901	74,663,484	47,415,683	12,073,198	547,534	31,662,528	2,623,732	
1902	76,152,227	47,529,284	12,073,198	626,293	34,840,765	2,603,697	
1903	71,464,623	47,846,487	12,073,198	1,821,865	35,216,167	2,554,676	
1904	79,333,703	49,818,379	12,073,198	1,873,630	35,662,806	866,612   5,769,971	
1905	(s) 77,760,429	50,000,445	(s) 13,465,196	1,344,434	36,162,170	862,884   2,661,801	
IRELAND.							
	£	£	£	£	£	£	
1896	16,446,319	8,323,947	2,243,571	723,564	10,978,271	254,139	
1897	16,446,319	8,323,947	2,243,571	527,264	10,500,992	397,630	
1898	16,129,991	8,421,127	2,128,291	679,294	11,252,419	663,859	
1899	16,689,621	6,483,319	2,127,821	380,376	11,462,595	638,636	
1900	16,689,621	6,930,223	4,729,376	374,880	11,624,196	662,971	
1901	16,290,222	6,533,020	6,036,929	274,680	11,633,295	751,266	
1902	15,501,582	7,061,737	6,112,729	271,906	11,629,132	622,566	
1903	14,575,854	6,071,321	6,126,314	250,982	10,826,070	580,810	
1904	14,501,823	6,193,654	6,239,403	306,080	10,871,836	—   736,910	
1905	14,556,788	6,223,679	6,269,129	305,843	10,904,483	—   750,910	
UNITED KINGDOM.							
	£	£	£	£	£	£	
1896	389,673,935	256,999,644	105,144,070	12,664,596	578,193,122	56,632,062	
1897	435,804,582	289,373,440	105,081,275	12,602,733	579,321,945	56,778,148	
1898	438,423,544	290,513,669	110,379,203	12,862,963	588,162,471	56,420,110	
1899	440,293,543	297,404,683	110,670,461	11,827,073	591,699,371	57,660,024	
1900	449,000,686	303,823,272	112,634,071	11,110,683	599,693,978	58,763,690	
1901	454,878,107	314,812,740	114,068,636	11,694,333	594,577,862	59,919,029	
1902	461,262,826	314,897,276	115,006,260	11,617,390	612,472,937	41,906,233	
1903	472,508,324	320,719,580	116,664,085	18,818,545	616,120,463	46,071,088	
1904	490,290,692	329,373,279	117,477,191	19,316,186	622,036,938	58,294,276   18,869,373	
1905	(s) 482,406,648	334,374,025	(s) 119,716,449	20,038,519	635,106,498	58,618,806   20,873,325	

(s) An amount of £2,328,000, included in previous years as ordinary capital, has been included in the 1905 figures as guaranteed capital.

## NOMINAL ADDITIONS TO CAPITAL.

No. 3.—AMOUNT OF CAPITAL due to nominal additions on the conversion, consolidation and division of the Stocks of the Railway Companies, included in the totals in the preceding table in each of the years from 1896 to 1905.

Year.	Ordinary.	Preference.	Guaranteed.	Loans.	Debenture Stock.	Total.
ENGLAND AND WALES.						
1896	£ 11,816,861	£ 14,908,922	£ 7,325,606	£ 5,942	£ 33,830,289	£ 71,080,688
1897	10,140,928	20,148,944	7,312,908	5,942	34,697,271	111,994,068
1898	10,520,991	20,861,420	12,578,937	5,942	40,188,689	141,186,708
1899	10,928,324	20,851,451	13,030,984	5,942	40,208,901	141,645,602
1900	11,213,736	20,851,451	13,030,984	5,942	40,774,672	142,486,788
1901	11,250,252	21,127,570	13,030,984	5,942	40,263,643	142,787,860
1902	12,207,440	21,127,570	13,030,984	5,942	40,263,643	143,635,164
1903	12,708,336	21,127,573	14,197,297	5,942	40,264,343	144,263,485
1904	13,134,602	21,601,624	14,197,491	5,942	40,212,965	145,752,274
1905	13,552,253	21,601,589	14,197,491	5,942	40,243,114	146,541,060
SCOTLAND.						
1896	£ 32,413,346	£ 6,294,923	£ 2,721,630	—	£ 3,245,786	£ 42,775,785
1897	37,003,386	6,294,923	2,721,630	—	3,245,786	49,265,725
1898	39,483,615	6,294,920	2,721,630	—	3,245,786	41,746,371
1899	39,572,829	6,294,920	2,721,630	—	3,245,787	42,835,179
1900	33,433,610	6,294,920	2,721,630	—	3,245,787	43,696,035
1901	33,433,615	6,294,920	2,721,630	—	3,245,787	44,385,975
1902	33,433,945	6,294,920	2,721,630	—	3,245,787	45,385,402
1903	34,218,539	6,294,920	2,721,630	—	3,245,787	46,581,865
1904	35,007,792	6,294,920	2,721,630	—	3,245,787	47,290,149
1905	35,434,315	6,294,920	2,721,630	—	3,245,787	47,746,306
IRELAND.						
1896	—	135,054	141,854	—	209,274	486,212
1897	—	132,707	141,854	—	209,274	483,835
1898	—	135,945	141,854	—	209,274	497,068
1899	—	135,702	141,854	—	209,274	496,530
1900	—	135,702	141,854	—	199,260	485,916
1901	—	61,885	141,854	—	199,267	393,006
1902	—	61,885	141,854	—	199,267	393,006
1903	32,360	13,303	141,854	—	163,150	350,567
1904	32,360	13,303	141,854	—	163,417	350,564
1905	32,360	13,303	141,854	—	163,417	350,564
UNITED KINGDOM.						
1896	£ 37,423,977	£ 22,335,837	£ 16,188,912	£ 5,942	£ 37,390,316	£ 103,345,314
1897	77,354,516	26,976,879	16,076,412	5,942	37,062,331	137,476,071
1898	80,811,006	43,909,310	16,443,131	5,942	43,743,738	184,913,127
1899	81,201,946	43,310,133	16,484,488	5,942	43,743,662	184,765,971
1900	82,837,282	43,310,133	16,484,488	5,942	44,240,739	186,888,704
1901	83,748,237	43,684,375	16,484,488	5,942	43,758,057	187,680,689
1902	85,700,455	43,684,375	16,484,488	5,942	43,758,212	189,633,562
1903	87,008,507	43,686,696	17,000,761	5,942	43,743,289	191,554,585
1904	88,268,174	43,909,737	17,000,986	5,942	44,292,169	193,486,967
1905	89,601,563	43,948,422	17,000,986	5,942	44,284,218	194,844,229

No. 2.—AVERAGE RATE OF DIVIDEND or Interest on each Description of Capital in each of the Years from 1896 to 1905.

Year.	Ordinary.	Preferential.	Guaranteed.	Preferential and Guaranteed.	Loans.	Debenture Stock.	Loans and Debenture Stock.	All Classes.
ENGLAND AND WALES.								
1896	4.61	3.88	4.41	4.03	4.22	3.59	3.84	4.00
1897	4.15	3.76	4.61	3.93	4.18	3.49	3.22	3.81
1898	3.97	3.46	4.19	3.97	4.18	3.40	3.44	3.68
1899	4.08	3.40	4.09	3.29	4.13	3.40	3.43	3.73
1900	3.47	3.29	4.07	3.48	4.21	3.40	3.43	3.69
1901	3.19	3.23	4.04	3.45	4.22	3.39	3.43	3.35
1902	3.31	3.31	4.04	3.73	4.23	3.39	3.43	3.43
* 1903	3.47	3.23	4.09	3.72	4.34	3.39	3.43	3.48
* 1904	3.43	3.24	4.09	3.61	4.17	3.38	3.43	3.45
* 1905	3.43	3.25	3.99	3.62	4.18	3.38	3.43	3.47

## SCOTLAND.

1896	2.68	3.99	3.99	3.99	3.22	3.56	3.55	3.26
1897	2.51	3.92	4.00	3.94	3.18	3.27	3.56	3.26
1898	2.49	4.00	4.00	4.00	3.20	3.24	3.56	3.26
1899	2.35	4.00	4.00	4.00	3.14	3.27	3.57	3.19
1900	2.00	4.00	4.00	4.00	3.11	3.27	3.56	3.02
1901	2.19	4.00	4.00	4.00	3.13	3.27	3.56	3.11
1902	2.24	4.00	4.00	4.00	3.12	3.25	3.56	3.13
1903	2.22	4.00	4.00	4.00	3.19	3.25	3.55	3.12
1904	2.21	3.99	4.00	3.99	3.26	3.25	3.55	3.11
1905	2.17	3.96	4.00	3.96	3.28	3.27	3.55	3.12

## IRELAND.

1896	4.44	3.79	4.31	3.93	4.29	4.00	4.02	4.17
1897	4.33	3.60	4.33	3.95	4.27	4.01	4.02	4.22
1898	4.35	3.62	4.32	3.96	4.17	3.97	3.98	4.12
1899	4.27	3.68	4.22	4.00	4.19	3.96	3.99	4.15
1900	4.44	3.25	4.29	3.81	4.19	4.02	4.03	4.13
1901	3.79	3.08	3.90	3.73	4.25	3.99	3.99	3.83
1902	4.01	3.60	3.92	3.75	4.08	3.96	3.98	3.92
† 1903	4.04	3.13	3.92	3.44	4.07	3.80	3.81	3.73
† 1904	3.94	3.14	3.95	3.45	4.07	3.80	3.80	3.72
† 1905	3.98	3.07	4.12	3.46	4.07	3.79	3.80	3.74

## UNITED KINGDOM.

1896	4.29	3.39	4.25	4.02	4.15	3.53	3.66	3.99
1897	3.91	3.79	4.23	3.95	4.13	3.52	3.54	3.82
1898	3.67	3.13	4.09	3.72	4.16	3.44	3.47	3.64
1899	3.81	3.51	4.09	3.97	4.14	3.44	3.47	3.67
1900	3.94	3.58	4.07	3.97	4.17	3.44	3.47	3.45
1901	3.05	3.25	4.04	3.93	4.17	3.44	3.45	3.23
1902	3.32	3.43	4.03	3.93	4.17	3.43	3.45	3.45
1903	3.29	3.43	4.00	3.98	4.05	3.42	3.44	3.44
1904	3.25	3.43	3.99	3.98	4.11	3.42	3.45	3.49
1905	3.27	3.44	4.00	3.99	4.12	3.42	3.45	3.43

NOTE.—On account of nominal additions made to the capital of the companies the rates of dividend or interest given in the above Table are lower than they otherwise would be. The average rates of dividend or interest for the United Kingdom calculated on the capital exclusive of the nominal additions are as follows:—

1903	4.01	3.96	4.07	4.14	4.13	3.96	3.97	4.05
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The rates of interest on loans and debenture stock used for the calculations for the above Table are the rates payable.

\* See note † below.

† In calculating the rates of Dividend or Interest for these years the estimated portion of the capital of the Midland Company applicable to the "Midland (Northern Counties Committee), &c. the former "Belfast and Northern Counties" undertaking, has been allocated to Ireland, and not to England and Wales. The decreases shown in 1903 and subsequent years are, in the main, to be accounted for by the nominal increase of capital caused by the absorption of the Irish line by the Midland Company.





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CLASSIFICATION OF CAPITAL AND DIVIDENDS.

No. 10.—AMOUNT of ORDINARY, PREFERENTIAL and GUARANTEED, and LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in each division of the UNITED KINGDOM, classed according to the rate per cent. of Dividend paid or Interest payable in each year from 1901 to 1905.—continued.

(Exclusive of New Companies the lines of which were in course of construction.)

SCOTLAND.

Rate per cent. of Dividend paid.	1901.	1902	1903.	1904.	1905.
ORDINARY STOCK.					
NIL. . . . .	£ 6,607,408	£ 2,701,830	£ 4,174,751	£ 4,483,474	£ 4,442,629
Not exceeding 1 per Cent. . . . .	13,167,385	15,038,803	12,897,156	13,911,586	14,135,613
Exceeding 1 and not exceeding 2 per Cent.	33,964,042	18,311,931	21,731,903	21,994,913	21,171,267
“ 2 “ “ 3 “	27,643,407	28,184,962	28,034,145	30,000,349	30,396,902
“ 3 “ “ 4 “	2,726,761	2,913,643	2,476,332	2,351,510	(a) 7,325,404
“ 4 “ “ 5 “	673,830	320,000	320,000	320,000	320,000
“ 5 “ “ 6 “	180,320	193,330	193,330	182,530	182,530
“ 6 “ “ 7 “	140,330	140,330	140,330	140,330	140,330
“ 7 “ “ 8 “	—	—	—	—	—
“ 8 “ “ 9 “	—	—	—	—	—
“ 9 “ “ 10 “	—	—	—	—	—
“ 10 per Cent.	—	—	—	—	—
PREFERENTIAL AND GUARANTEED STOCKS.					
NIL. . . . .	—	—	—	—	—
Not exceeding 1 per Cent. . . . .	—	—	—	2,880	3,000
Exceeding 1 and not exceeding 2 per Cent.	—	2,880	2,880	—	—
“ 2 “ “ 3 “	7,760,519	7,764,730	7,767,619	8,036,219	8,433,773
“ 3 “ “ 4 “	42,236,698	42,443,209	42,643,302	44,236,695	(a) 41,425,118
“ 4 “ “ 5 “	2,713,925	2,713,925	2,713,925	2,713,925	2,713,925
“ 5 “ “ 6 “	754,939	754,939	754,939	754,939	754,939
“ 6 per Cent.	—	—	—	—	—
LOANS AND DEBENTURE STOCK.					
NIL. . . . .	—	1,800	3,000	3,000	—
Not exceeding 1 per Cent. . . . .	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	—	—	—	—
“ 2 “ “ 3 “	14,890,430	15,905,748	15,889,074	14,073,774	15,013,036
“ 3 “ “ 4 “	18,637,569	19,167,935	19,667,845	20,888,826	21,463,397
“ 4 “ “ 5 “	391,733	384,753	390,033	390,033	390,033
“ 5 “ “ 6 “	—	—	—	—	—
“ 6 per cent.	—	—	—	—	—

(a) An amount of £3,235,000, included in previous years as ordinary capital, has been included in the 1905 figure as guaranteed capital.

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CLASSIFICATION OF CAPITAL AND DIVIDEND.

No. 10.—AMOUNT OF ORDINARY, PREFERENTIAL and GUARANTEED, and LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in each division of the United Kingdom, classed according to the rate per cent. of Dividend paid or Interest payable in each Year from 1900 to 1904.—continued.

(Exclusive of New Companies the lines of which were in course of construction.)

IRELAND.

Rate per Cent. of Dividend paid.	1901.	1902.	1903.	1904.	1905.
ORDINARY STOCK.					
Nil - - - - -	£ 1,976,747	£ 1,734,322	£ 1,734,322	£ 1,734,322	£ 1,932,678
Not exceeding 1 per Cent. - - - -	946,000	115,630	25,000	25,000	56,634
Exceeding 1 and not exceeding 2 per Cent.	27,480	267,480	27,480	27,480	27,480
" 2       "       3       "	5,617,379	92,000	455,883	2,628,868	2,828,935
" 3       "       4       "	2,370,000	7,684,800	7,684,800	5,305,520	5,328,220
" 4       "       5       "	1,058,388	1,068,162	68,000	68,000	68,000
" 5       "       6       "	397,840	402,000	418,580	410,280	418,580
" 6       "       7       "	3,735,306	3,728,794	3,762,189	3,808,416	3,928,712
" 7       "       8       "	—	—	—	350,000	280,000
" 8       "       9       "	—	350,000	350,000	—	—
" 9       "       10       "	350,000	—	—	—	—
" 10 per Cent. - - - - -	—	—	—	—	—
PREFERENTIAL AND GUARANTEED STOCK.					
Nil - - - - -	326,700	845,650	845,650	846,500	1,143,650
Not exceeding 1 per Cent. - - - -	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	297,548	297,548	297,548	—	—
" 2       "       3       "	445,500	445,500	491,087	1,128,602	931,344
" 3       "       4       "	8,817,890	9,423,577	8,822,621	8,634,700	9,043,820
" 4       "       5       "	1,589,171	1,404,221	1,574,323	1,574,286	1,568,296
" 5       "       6       "	248,000	248,000	248,000	248,000	248,000
" 6 per Cent. - - - - -	—	—	—	—	—
LOANS AND DEBENTURE STOCK.					
Nil - - - - -	68,100	68,100	68,100	68,100	68,100
Not exceeding 1 per Cent. - - - -	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	78,981	78,981	78,981	78,981	78,981
" 2       "       3       "	148,000	128,000	290,468	305,502	225,851
" 3       "       4       "	10,237,354	10,191,586	9,208,947	9,214,147	9,232,197
" 4       "       5       "	1,541,163	1,424,373	1,411,058	1,410,658	1,420,539
" 5       "       6       "	15,000	—	—	—	—
" 6 per Cent. - - - - -	—	—	—	—	—



## RECEIPTS AND EXPENDITURE.

No. 11.—TOTAL RECEIPTS; TOTAL WORKING EXPENDITURE; and NET RECEIPTS of the RAILWAY COMPANIES of EACH DIVISION of the UNITED KINGDOM, with PER-CENTAGE PROPORTION of EXPENDITURE to RECEIPTS and of NET RECEIPTS to TOTAL SHARE and LOAN CAPITAL, in each of the Years from 1896 to 1905.

Year.	Total Receipts from all Sources.	Total Working Expenditure.	Net Receipts.	Proportion of Working Expenditure to Total Receipts.	Proportion of Net Receipts to Paid-up Capital.	Proportion of Net Receipts to Paid-up Capital, exclusive of nominal additions.
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## ENGLAND AND WALES.

	£.	£.	£.	Per cent.	Per cent.	Per cent.
1896 - - -	76,354,956	41,152,669	35,202,287	53	3.97	4.33
1897 - - -	79,729,776	45,723,791	34,006,015	57	3.80	4.04
1898 - - -	81,790,591	48,177,454	33,613,137	59	3.69	4.25
1899 - - -	86,738,090	51,923,103	34,814,987	60	3.63	4.20
1900 - - -	89,392,531	53,832,210	35,560,321	63	3.45	4.05
1901 - - -	91,703,779	58,349,696	33,354,083	64	3.28	3.93
1902 - - -	93,369,184	60,717,999	32,651,185	63	3.45	4.03
1903 - - -	94,536,147	60,314,689	34,221,458	63	*3.43	*3.90
1904 - - -	95,397,425	69,693,308	25,704,117	63	*3.39	*3.94
1905 - - -	95,900,795	69,787,317	26,113,478	68	*3.42	*3.97

## SCOTLAND.

	£.	£.	£.	Per cent.	Per cent.	Per cent.
1896 - - -	16,063,682	5,116,908	10,946,774	51	3.66	4.40
1897 - - -	16,433,087	5,381,639	11,051,448	52	3.58	4.44
1898 - - -	16,873,318	5,713,866	11,159,452	53	3.56	4.41
1899 - - -	17,346,315	6,045,076	11,301,239	54	3.52	4.37
1900 - - -	17,603,610	6,584,513	11,019,097	57	3.42	4.11
1901 - - -	18,080,696	6,733,628	11,347,068	56	3.54	4.25
1902 - - -	18,074,087	6,677,719	11,396,368	55	3.53	4.25
1903 - - -	18,534,761	6,738,674	11,796,087	55	3.54	4.28
1904 - - -	18,223,889	6,635,289	11,588,599	54	3.53	4.20
1905 - - -	18,491,636	6,790,469	11,701,167	54	3.56	4.20

## IRELAND.

	£.	£.	£.	Per cent.	Per cent.	Per cent.
1896 - - -	2,478,504	1,923,787	554,717	55	3.93	3.97
1897 - - -	2,538,331	1,976,434	561,897	53	3.96	4.01
1898 - - -	2,586,352	2,070,223	516,129	58	3.68	3.93
1899 - - -	2,712,644	2,121,908	590,736	57	3.97	4.02
1900 - - -	2,696,347	2,376,495	319,852	60	3.55	3.89
1901 - - -	2,634,340	2,407,305	227,035	63	3.65	3.97
1902 - - -	2,626,378	2,445,939	1,810,439	61	3.90	3.95
1903 - - -	2,717,786	2,508,092	2,009,694	61	13.75	13.75
1904 - - -	2,729,948	2,506,934	2,223,014	62	13.62	13.65
1905 - - -	2,768,678	2,526,377	2,242,301	62	13.61	13.64

## UNITED KINGDOM.

	£.	£.	£.	Per cent.	Per cent.	Per cent.
1896 - - -	96,119,122	50,192,434	45,926,688	53	3.68	4.33
1897 - - -	99,737,654	53,683,894	46,053,760	57	3.73	4.04
1898 - - -	102,592,591	55,890,543	46,702,048	58	3.65	4.24
1899 - - -	107,537,063	60,060,687	47,476,376	59	3.61	4.20
1900 - - -	104,601,624	64,743,690	39,857,934	62	3.43	4.05
1901 - - -	106,084,315	67,688,739	38,395,576	63	3.27	3.93
1902 - - -	109,469,750	67,843,318	41,626,432	62	3.42	4.06
1903 - - -	110,838,714	68,503,835	42,334,879	62	3.40	4.08
1904 - - -	111,838,272	69,175,431	42,662,841	62	3.35	3.97
1905 - - -	113,531,619	70,004,663	43,526,956	62	3.39	3.99

\* See note †, below.

† In calculating these proportions, the estimated amount of the capital of the Midland Company applicable to the "Midland (Northern Counties) Commission," i.e. the former Belfast and Northern Counties' undertaking, has been allocated to Ireland, and not to England and Wales. The figures shown in 1903 and subsequent years are, in the main, to be accounted for by the nominal increase of capital caused by the absorption of the Irish line by the Midland Company.

## RECEIPTS FROM EACH CLASS OF TRAFFIC.

No. 12.—AMOUNT OF RECEIPTS OF RAILWAY COMPANIES in each division of the UNITED KINGDOM distinguishing receipts from PASSENGER TRAFFIC; GOODS TRAFFIC; STEAMBOATS, CANALS, HARBOURS AND DOCKS; AND from MISCELLANEOUS sources in each year from 1896 to 1905.

YEAR.	Passenger Traffic.	Goods Traffic.	Total from Traffic.	Steamboats, Canals, Harbours, and Docks.	Miscellaneous (Rents, Tolls, Hotels, &c.)	TOTAL.
ENGLAND AND WALES.						
1896	£ 32,267,738	£ 28,853,860	£ 78,366,627	£ 4,374,229		78,366,626
1897	34,461,905	60,385,885	74,957,679	4,993,706		78,750,776
1898	35,587,391	41,464,293	77,071,684	4,798,617		81,780,301
1899	37,325,740	44,186,381	81,412,021	5,293,390		86,705,409
1900	38,632,679	45,339,902	83,072,581	5,413,920		88,486,501
1901	39,608,730	44,024,936	84,508,665	3,327,781	2,572,314	90,708,779
1902	40,413,904	44,396,136	88,719,431	3,797,391	2,922,082	93,868,194
1903	40,873,567	45,658,377	87,531,944	3,809,823	3,313,840	94,655,147
1904	41,262,012	46,591,641	88,153,653	3,006,479	3,335,723	94,495,455
1905	41,594,989	47,781,540	89,346,531	4,146,713	3,437,461	96,930,705
SCOTLAND.						
1896	£ 4,014,454	£ 5,060,300	£ 9,074,753	£ 379,309		10,032,492
1897	4,196,872	5,846,893	10,043,764	395,383		10,439,147
1898	4,356,182	6,105,281	10,461,783	611,682		11,073,465
1899	4,546,288	6,326,904	10,786,397	447,816		11,234,213
1900	4,734,592	6,431,893	11,167,385	426,796		11,594,181
1901	5,013,633	6,375,796	11,389,429	171,883	456,312	12,017,624
1902	4,894,704	6,375,897	11,470,601	181,781	426,886	12,079,268
1903	4,983,817	6,607,393	11,591,210	163,080	426,541	12,174,731
1904	4,980,425	6,634,947	11,615,372	178,789	491,708	12,285,869
1905	5,014,492	6,803,286	11,817,778	177,353	496,645	12,491,826
IRELAND.						
1896	£ 1,638,653	£ 1,685,067	£ 3,323,720	£ 64,564		3,428,504
1897	1,639,967	1,614,505	3,254,472	63,829		3,318,301
1898	1,903,301	1,629,090	3,532,391	66,691		3,599,082
1899	1,984,366	1,672,106	3,656,472	72,469		3,728,941
1900	2,034,717	1,698,566	3,733,283	72,721		3,806,004
1901	2,007,373	1,694,587	3,701,960	14,526	117,716	3,834,202
1902	2,006,000	1,787,962	3,793,962	15,497	124,989	3,934,448
1903	2,127,534	1,845,003	3,972,537	14,030	121,419	4,117,986
1904	2,145,080	1,859,464	3,994,544	12,324	120,580	4,137,448
1905	2,149,679	1,826,761	3,966,440	11,696	129,612	4,107,748
UNITED KINGDOM.						
1896	£ 39,120,885	£ 90,175,335	£ 85,394,360	£ 4,822,922		90,119,132
1897	40,516,964	47,587,172	88,378,336	5,363,816		93,742,152
1898	41,647,074	48,218,964	91,666,038	5,393,963		96,999,901
1899	43,734,309	52,116,964	95,851,293	5,816,672		101,667,965
1900	45,303,908	53,470,564	98,454,682	5,947,306		104,401,988
1901	46,620,666	52,965,889	99,235,434	3,514,137	3,446,344	106,205,915
1902	47,322,605	54,668,339	102,060,366	3,934,809	3,483,067	109,478,231
1903	47,968,518	55,116,673	102,679,191	4,063,923	3,895,900	110,639,014
1904	48,387,617	55,606,682	103,737,669	4,607,542	3,948,062	112,293,273
1905	48,736,156	56,611,869	105,121,709	4,325,893	4,063,693	113,511,295

## PASSENGER TRAFFIC—DETAILS.

No. 12.—COMPARISON OF RECEIPTS (I) FROM PASSENGER TRAFFIC AND (II) FROM GOODS TRAFFIC.

I.—FROM PASSENGER TRAFFIC in each of the Years from 1896 to 1905.

YEAR.	Receipts from Passenger Traffic.						TOTAL.
	Receipts from Passengers.					Excess Luggage, Parcels, Carrages, Horses, Dogs, and Mails.	
	1st Class.	2nd Class.	3rd Class and Parlia- mentary.	Holders of Season or Periodical Tickets.	TOTAL.		
ENGLAND AND WALES.							
1895 - - -	2,635,717	1,783,340	21,202,233	2,443,687	28,181,967	3,065,781	33,247,738
1897 - - -	2,709,077	2,051,573	22,707,360	2,654,509	29,172,862	3,238,433	34,411,295
1898 - - -	2,625,619	2,340,863	22,221,830	2,734,802	28,143,118	3,444,338	33,587,391
1899 - - -	2,543,325	2,503,292	23,217,374	2,960,708	31,240,776	3,684,864	37,225,740
1900 - - -	2,802,046	2,745,598	24,015,588	3,027,075	32,697,817	3,905,582	38,633,379
1901 - - -	2,924,227	2,892,875	24,524,209	3,141,176	33,482,567	4,156,193	39,638,759
1902 - - -	2,995,035	2,953,501	24,733,186	3,272,681	34,047,129	4,266,773	40,313,903
1903 - - -	2,947,028	3,068,435	24,896,506	3,400,280	34,335,750	4,528,617	40,873,367
1904 - - -	2,955,121	3,021,490	25,007,326	3,537,194	34,635,746	4,841,864	41,358,512
1905 - - -	2,896,415	2,816,273	25,244,624	3,641,139	34,598,450	4,966,223	41,564,673
SCOTLAND.							
1896 - - -	348,465	—	2,618,665	283,501	3,244,631	770,423	4,014,454
1897 - - -	330,889	—	2,758,930	300,734	3,406,553	769,286	4,166,872
1898 - - -	343,302	—	2,871,688	331,547	3,546,537	806,345	4,352,882
1899 - - -	360,251	—	2,996,790	347,529	3,704,600	833,756	4,540,393
1900 - - -	383,115	—	3,086,917	354,332	3,826,359	869,623	4,715,982
1901 - - -	431,287	—	3,290,617	363,795	4,085,699	929,024	5,013,823
1902 - - -	403,283	—	3,157,568	368,174	3,930,025	950,684	4,880,704
1903 - - -	410,343	—	3,206,445	373,814	3,990,602	976,285	4,966,817
1904 - - -	410,844	—	3,191,044	373,721	3,975,609	1,004,824	4,980,433
1905 - - -	411,690	—	3,236,543	384,319	4,061,707	1,012,682	5,074,389
IRELAND.							
1896 - - -	107,037	523,299	968,102	62,449	1,660,887	284,276	1,945,163
1897 - - -	101,596	524,749	971,720	62,556	1,656,621	401,463	1,920,897
1898 - - -	161,546	544,704	1,019,220	64,834	1,790,304	413,037	1,903,341
1899 - - -	166,856	545,787	1,087,263	67,469	1,837,384	430,879	1,908,263
1900 - - -	166,823	545,912	1,112,627	68,587	1,893,949	442,898	2,034,717
1901 - - -	165,379	538,538	1,083,213	70,467	1,857,597	447,696	2,007,273
1902 - - -	167,896	543,187	1,163,372	71,877	1,945,332	452,618	2,008,090
1903 - - -	171,599	545,333	1,179,125	75,265	1,992,282	467,508	2,127,334
1904 - - -	168,548	548,710	1,182,991	78,922	1,969,171	473,180	2,143,299
1905 - - -	158,794	537,924	1,178,874	81,368	1,866,783	483,926	2,140,679
UNITED KINGDOM.							
1896 - - -	3,132,149	2,056,129	24,780,386	2,614,707	32,588,345	4,234,820	36,120,663
1897 - - -	3,208,682	2,306,203	25,481,840	2,637,920	34,026,645	4,482,364	40,518,004
1898 - - -	3,209,667	2,595,637	25,216,347	2,766,743	33,183,354	4,693,890	41,847,074
1899 - - -	3,379,432	2,609,079	27,071,487	2,861,804	35,781,772	4,951,637	45,734,289
1900 - - -	3,483,579	2,996,510	28,315,643	3,431,084	38,266,295	7,397,284	45,383,968
1901 - - -	3,559,923	3,101,463	28,900,549	3,673,378	39,094,033	7,632,812	46,826,845
1902 - - -	3,559,250	3,295,438	29,054,598	3,712,793	39,622,723	7,769,889	47,392,612
1903 - - -	3,628,206	3,331,563	29,373,579	3,823,189	39,845,003	7,982,515	47,968,238
1904 - - -	3,629,133	3,335,159	29,381,684	3,969,339	40,043,740	8,321,671	48,367,617
1905 - - -	3,467,028	3,054,136	29,638,838	4,166,797	40,226,323	8,693,180	48,724,159

## No. 13.—COMPARISON OF RECEIPTS (I.) FROM PASSENGER TRAFFIC AND (II.) FROM GOODS TRAFFIC—continued.

II.—From GOODS TRAFFIC, and PROPORTION OF RECEIPTS FROM PASSENGER AND GOODS TRAFFIC, in each of the Years from 1896 to 1905.

YEAR.	Receipts from Goods Traffic.				TOTAL from Passenger and Goods Traffic.	Proportion of Receipts from Passenger and Goods Traffic.	
	Minerals.	* General Merchandise.	Live Stock.	Total Goods Traffic.		Passenger.	Goods.

  

ENGLAND AND WALES.							
	£	£	£	£	£	Per cent.	Per cent.
1896 . .	16,936,945	22,044,123	830,493	39,811,561	72,206,227	46	54
1897 . .	16,791,148	22,745,325	848,493	*40,385,966	74,857,000	46	54
1898 . .	17,132,401	23,438,284	863,478	41,434,163	77,071,691	46	54
1899 . .	18,448,210	24,645,845	882,736	44,196,881	81,412,623	46	54
1900 . .	19,828,602	26,916,007	886,322	47,630,931	83,973,641	46	54
1901 . .	18,973,261	25,072,936	848,769	44,894,966	84,563,085	47	53
1902 . .	20,092,894	25,366,479	907,693	46,367,066	86,729,451	47	53
1903 . .	21,693,375‡	23,845,146‡	922,734	46,461,255	87,533,644	47	53
1904 . .	22,170,377‡	23,840,347‡	886,817	46,897,541	88,155,293	47	53
1905 . .	22,738,266‡	24,185,599‡	867,835	47,791,700	89,346,531	47	53

  

SCOTLAND.							
	£	£	£	£	£	Per cent.	Per cent.
1896 . .	2,491,286	2,747,391	222,715	5,461,392	9,976,833	41	59
1897 . .	2,789,565	2,833,493	232,724	5,855,782	10,043,475	42	58
1898 . .	2,929,741	2,943,496	232,542	6,105,781	10,461,763	42	58
1899 . .	2,955,903	2,938,893	232,516	6,127,312	10,706,397	42	58
1900 . .	3,148,881	2,986,837	232,275	6,368,093	11,147,286	42	58
1901 . .	3,046,382	2,996,867	239,647	6,282,796	11,368,629	44	56
1902 . .	3,171,585	2,157,508	246,179	5,575,272	11,488,771	48	52
1903 . .	3,215,439‡	2,155,146‡	238,713	5,609,398	11,573,310	48	52
1904 . .	3,245,797‡	2,175,171‡	237,669	5,658,637	11,825,372	48	52
1905 . .	3,286,755‡	2,375,611‡	237,660	5,900,026	11,817,738	48	52

  

IRELAND.							
	£	£	£	£	£	Per cent.	Per cent.
1896 . .	175,528	1,106,963	268,907	1,551,498	3,413,730	54	46
1897 . .	194,827	1,188,125	281,553	1,664,505	3,474,492	54	46
1898 . .	194,331	1,161,494	283,435	1,639,360	3,532,391	54	46
1899 . .	200,684	1,175,490	285,985	1,662,159	3,540,775	54	46
1900 . .	193,219	1,166,534	297,145	1,656,900	3,733,625	54	46
1901 . .	205,687	1,213,623	275,607	1,694,917	3,702,110	54	46
1902 . .	219,690	1,267,397	280,373	1,767,560	3,835,893	54	46
1903 . .	247,115‡	1,279,972‡	317,864	1,845,051	3,973,137	54	46
1904 . .	253,767‡	1,289,477‡	285,230	1,828,474	3,937,544	54	46
1905 . .	255,694‡	1,288,692‡	282,649	1,826,981	3,947,449	54	46

  

UNITED KINGDOM.							
	£	£	£	£	£	Per cent.	Per cent.
1896 . .	18,936,946	23,801,423	1,343,114	44,175,333	85,296,300	46	54
1897 . .	19,748,586	24,796,973	1,332,939	*45,878,504	88,375,296	46	54
1898 . .	20,526,373	25,583,148	1,379,371	47,488,992	91,086,639	46	54
1899 . .	21,834,477	26,861,389	1,422,297	49,118,163	95,531,391	46	54
1900 . .	22,670,694	28,168,168	1,434,763	52,273,625	98,354,563	46	54
1901 . .	23,227,130	26,583,116	1,365,933	51,176,179	99,990,434	47	53
1902 . .	23,433,969	26,700,970	1,482,620	51,617,559	102,041,164	48	52
1903 . .	25,461,662‡	26,280,262‡	1,476,370	53,218,294	103,679,191	47	53
1904 . .	25,471,831‡	26,214,462‡	1,418,296	53,104,593	105,787,669	47	53
1905 . .	26,233,014‡	26,749,911‡	1,388,664	54,471,589	108,121,709	46	54

\* Including receipts amounting to 1905, not classified.

† Including receipts amounting to 1902, not classified.

‡ Owing to the revision of the list of articles included under the head of Minerals, the receipts from Minerals and General Merchandise for the years 1903, 1904 and 1905 are not comparable with those for previous years.

PASSENGER-JOURNETS AND TONNAGE.

No. 14.—COMPARISON OF NUMBERS OF PASSENGER-JOURNETS, NUMBER OF SEASON-TICKET HOLDERS and TONNAGE OF GOODS AND MINERALS CONVEYED, IN EACH OF THE YEARS FROM 1896 TO 1905.

Year.	PASSENGERS.					Minerals.	General Merchandise.
	1st Class.	2nd Class.	3rd Class and Public-conveyance.	Total.	Holders of Season or Periodical Tickets.†		
ENGLAND AND WALES.							
1896	21,406,477	65,995,265	778,681,082	866,082,824	1,144,802	212,576,416	27,987,383
1897	24,828,329	51,769,385	822,745,285	900,342,999	1,564,654	202,883,757	22,785,738
1898	26,501,858	61,185,612	828,193,979	915,881,449	1,336,417	222,769,462	26,654,472
1899	27,658,293	64,521,344	867,601,909	959,801,546	1,250,844	246,581,147	31,368,512
1900	27,448,290	65,187,978	898,882,515	991,528,783	1,414,354	256,693,890	32,628,843
1901	27,303,096	62,388,964	926,558,736	1,016,250,800	1,743,873	269,690,149	34,908,738
1902	28,516,341	68,851,891	943,984,874	1,040,353,106	2,080,739	287,603,629	36,686,891
1903	28,146,332	70,552,569	946,743,834	1,045,442,735	2,087,487	290,834,886	38,063,723
1904	27,765,790	67,241,182	967,098,686	1,055,105,558	2,454,734	295,473,022	38,978,450
1905	29,448,794	65,840,282	975,082,148	1,060,371,224	2,582,769	302,349,943	38,187,794
SCOTLAND.							
1896	4,307,044	—	89,596,415	93,903,459	20,122	45,408,103	15,832,434
1897	4,455,003	—	105,384,021	109,839,024	31,665	45,599,801	17,175,682
1898	4,714,081	—	109,305,423	114,019,504	108,171	45,618,754	17,912,438
1899	4,956,798	—	114,705,473	119,662,271	162,562	46,719,483	18,324,643
1900	5,773,694	—	116,825,418	122,599,112	162,442	47,979,797	18,773,754
1901	5,595,690	—	118,437,805	124,033,495	162,500	47,695,397	18,594,236
1902	5,556,881	—	118,628,058	124,184,939	179,490	48,959,790	18,445,640
1903	5,446,142	—	118,884,748	124,330,890	179,490	49,875,234	18,497,739
1904	5,698,878	—	121,714,548	127,413,426	205,100	50,850,430	18,968,078
1905	5,838,901	—	119,632,083	125,470,984	202,044	53,549,733	18,818,818
IRELAND.							
1896	1,698,927	4,265,347	20,534,776	26,509,050	30,169	1,364,658	3,556,038
1897	1,512,893	5,973,355	20,438,621	27,924,869	31,666	1,538,413	3,688,027
1898	1,716,641	4,614,310	21,181,540	27,512,491	35,032	1,559,308	3,784,113
1899	1,946,681	5,055,347	21,598,515	28,599,543	35,469	1,599,267	3,817,476
1900	1,685,146	5,927,513	22,246,117	29,858,776	35,895	1,513,475	3,697,054
1901	1,432,668	5,987,165	21,933,128	29,352,921	34,384	1,673,099	3,581,206
1902	1,658,702	5,954,262	22,168,891	29,781,855	2,12,136	1,698,554	3,605,036
1903	1,632,632	5,729,547	23,435,914	29,828,883	2,9,814	1,673,686	3,665,642
1904	1,471,737	5,793,755	23,735,186	29,978,628	2,16,089	1,821,134	3,708,961
1905	1,446,796	5,860,569	23,755,610	29,648,975	2,16,827	1,828,028	3,736,750
UNITED KINGDOM.							
1896	31,362,480	96,972,732	899,914,153	928,249,365	1,923,683	504,972,184	51,796,625
1897	32,697,073	82,769,690	945,185,976	1,060,652,739	1,886,086	526,512,600	57,489,455
1898	33,627,180	91,359,810	953,635,090	1,088,622,080	1,283,645	567,779,462	59,554,028
1899	34,388,089	95,677,971	1,002,996,258	1,133,062,318	1,537,742	596,011,180	61,621,835
1900	34,516,689	95,864,619	1,035,678,245	1,166,069,553	1,746,894	602,563,383	64,569,420
1901	34,576,141	96,364,759	1,060,368,890	1,171,309,790	1,978,136	608,690,149	67,922,787
1902	34,782,707	98,619,186	1,096,898,703	1,189,300,696	2,093,070	620,021,156	69,861,699
1903	34,688,677	98,090,556	1,086,803,163	1,185,366,165	2,413,686	643,676,418	70,067,313
1904	34,590,439	97,641,217	1,092,849,972	1,189,773,728	2,643,873	649,581,416	70,285,069
1905	36,414,499	92,342,228	1,118,896,382	1,199,653,109	2,668,660	688,073,038	70,263,184

\* Not shunted.

† Including workmen's weekly tickets.

‡ For 1902 and subsequent years the equivalent number of holders of season tickets is given. Prior to 1902 the returns were not wholly but only partially on this basis.

§ Owing to the revision of the list of articles included under the head of Minerals, the tonnages of Minerals and General Merchandise for the years 1903, 1904 and 1905 are not comparable with those for previous years.



No. 15.—COMPARISON OF NUMBER OF MILES TRAVELLED by PASSENGER, GOODS, AND MIXED TRAINS  
in each of the Years from 1896 to 1905.

Year.	Miles Travelled.			
	By Passenger Trains.	By Goods Trains.	By Mixed Trains.	Total.

  

ENGLAND AND WALES.				
1896 - -	160,828,787	132,624,013	380,180	293,833,980
1897 - -	165,330,397	138,222,575	497,264	304,050,936
1898 - -	171,804,188	143,130,242	387,118	315,321,548
1899 - -	178,694,803	150,547,527	419,429	329,661,759
1900 - -	182,501,718	153,235,021	426,869	336,178,608
1901 - -	185,852,615	146,832,704	635,112	332,860,431
1902 - -	189,437,611	142,912,926	628,192	332,978,729
1903 - -	191,400,084	135,900,967	635,667	327,936,618
1904 - -	200,202,026	129,749,594	378,332	330,330,952
1905 - -	201,901,905	129,850,625	362,203	332,114,733

  

SCOTLAND.				
1896 - -	27,864,737	20,643,116	—	48,507,853
1897 - -	28,449,025	20,454,247	—	48,903,272
1898 - -	27,974,730	21,114,059	—	49,088,789
1899 - -	27,548,023	21,473,089	—	49,021,112
1900 - -	27,022,968	21,598,313	—	48,621,281
1901 - -	27,380,005	21,165,669	—	48,545,674
1902 - -	27,444,383	21,445,387	—	48,889,770
1903 - -	27,854,475	20,485,385	—	48,339,860
1904 - -	28,378,017	20,268,121	—	48,646,138
1905 - -	29,142,479	20,188,643	—	49,331,122

  

IRELAND.				
1896 - -	8,763,540	4,908,329	1,623,963	15,295,832
1897 - -	8,420,212	4,932,219	1,699,044	15,051,475
1898 - -	10,949,014	5,062,746	1,887,226	17,908,986
1899 - -	10,307,017	5,119,124	1,693,033	17,119,174
1900 - -	10,494,907	5,204,790	1,579,089	17,278,786
1901 - -	10,519,579	5,376,026	1,314,282	17,209,887
1902 - -	10,361,960	5,348,220	1,268,582	17,078,762
1903 - -	11,734,342	5,490,884	1,430,866	18,656,092
1904 - -	11,287,996	5,308,015	1,465,202	18,061,213
1905 - -	11,284,987	5,611,590	1,430,755	18,327,332

  

UNITED KINGDOM.				
1896 - -	189,692,327	157,740,487	2,404,143	349,836,957
1897 - -	193,779,624	163,676,821	2,997,264	359,453,709
1898 - -	200,007,929	168,233,027	1,884,344	369,125,300
1899 - -	216,641,863	177,699,740	2,649,472	394,991,075
1900 - -	220,016,587	180,048,734	1,999,785	402,065,106
1901 - -	224,051,829	173,982,389	1,779,394	398,813,512
1902 - -	228,206,747	169,790,428	1,798,404	399,795,579
1903 - -	232,361,911	169,743,146	1,862,263	402,967,320
1904 - -	240,092,029	165,208,979	1,718,254	406,019,262
1905 - -	244,289,453	164,761,189	1,782,518	409,833,160

## WORKING EXPENDITURE—DETAILS.

No. 16.—WORKING EXPENDITURE OF RAILWAY COMPANIES in each division

	1896.	1897.	1898.	1899.	1900.
ENGLAND AND WALES.					
Maintenance of Way, Works, &c.	£,695,540	7,579,422	7,639,007	7,629,180	8,023,001
Locomotive Power	37,000,744	35,725,771	35,000,002	34,731,842	35,444,321
Repairs and Renewals of Carriages and Waggon	5,077,228	5,004,079	5,041,273	5,224,428	5,490,000
Traffic Expenses	10,300,000	10,000,000	10,351,250	10,000,714	10,000,000
General Charges	3,800,000	3,000,000	3,000,000	2,000,000	2,000,000
Rates and Taxes	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Government Duty	300,000	300,000	300,000	300,000	300,000
Compensation { To Employees	—	—	—	—	—
For Personal Injury to Passengers	—	—	—	—	—
For Damage to, or Loss of, Goods	—	—	—	—	—
Legal and Preliminary Expenses	—	—	—	—	—
Miscellaneous	—	—	—	—	—
Expenditure not allocated	—	—	—	—	—
TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure	£6,000,000*	£5,775,000*	£5,000,000*	£4,775,000*	£4,000,000*
Steamboat, Dock, Harbour and Canal Expenditure	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
GRAND TOTAL	£11,000,000*	£10,775,000*	£10,000,000*	£9,775,000*	£9,000,000*
SCOTLAND.					
Maintenance of Way, Works, &c.	£100,000	£100,000	£100,000	£100,000	£100,000
Locomotive Power	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Repairs and Renewals of Carriages and Waggon	500,000	500,000	500,000	500,000	500,000
Traffic Expenses	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
General Charges	500,000	500,000	500,000	500,000	500,000
Rates and Taxes	500,000	500,000	500,000	500,000	500,000
Government Duty	500,000	500,000	500,000	500,000	500,000
Compensation { To Employees	—	—	—	—	—
For Personal Injury to Passengers	—	—	—	—	—
For Damage to, or Loss of, Goods	—	—	—	—	—
Legal and Preliminary Expenses	—	—	—	—	—
Miscellaneous	—	—	—	—	—
TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure	£3,000,000	£3,000,000	£3,000,000	£3,000,000	£3,000,000
Steamboat, Dock, Harbour and Canal Expenditure	500,000	500,000	500,000	500,000	500,000
GRAND TOTAL	£3,500,000	£3,500,000	£3,500,000	£3,500,000	£3,500,000
IRELAND.					
Maintenance of Way, Works, &c.	£100,000	£100,000	£100,000	£100,000	£100,000
Locomotive Power	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Repairs and Renewals of Carriages and Waggon	500,000	500,000	500,000	500,000	500,000
Traffic Expenses	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
General Charges	500,000	500,000	500,000	500,000	500,000
Rates and Taxes	500,000	500,000	500,000	500,000	500,000
Government Duty	500,000	500,000	500,000	500,000	500,000
Compensation { To Employees	—	—	—	—	—
For Personal Injury to Passengers	—	—	—	—	—
For Damage to, or Loss of, Goods	—	—	—	—	—
Legal and Preliminary Expenses	—	—	—	—	—
Miscellaneous	—	—	—	—	—
TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure	£3,000,000	£3,000,000	£3,000,000	£3,000,000	£3,000,000
Steamboat, Dock, Harbour and Canal Expenditure	500,000	500,000	500,000	500,000	500,000
GRAND TOTAL	£3,500,000	£3,500,000	£3,500,000	£3,500,000	£3,500,000
UNITED KINGDOM.					
Maintenance of Way, Works, &c.	£1,000,000	£1,000,000	£1,000,000	£1,000,000	£1,000,000
Locomotive Power	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Repairs and Renewals of Carriages and Waggon	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Traffic Expenses	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
General Charges	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Rates and Taxes	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Government Duty	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Compensation { To Employees	—	—	—	—	—
For Personal Injury to Passengers	—	—	—	—	—
For Damage to, or Loss of, Goods	—	—	—	—	—
Legal and Preliminary Expenses	—	—	—	—	—
Miscellaneous	—	—	—	—	—
TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure	£40,000,000*	£40,000,000*	£40,000,000*	£40,000,000*	£40,000,000*
Steamboat, Dock, Harbour and Canal Expenditure	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
GRAND TOTAL	£45,000,000*	£45,000,000*	£45,000,000*	£45,000,000*	£45,000,000*

\* Total, less amount received by the South London Company for working other lines.

In 1896 1897 1898 1899 1900

£55,000 £55,000 £55,000 £55,000 £55,000

The amount received was 1896 1897 1898 1899 1900

£55,000 £55,000 £55,000 £55,000 £55,000

## WORKING EXPENDITURE—DETAILS.

of the United Kingdom in each of the Years from 1896 to 1905.

1896.	1902.	1903.	1904.	1905.	
ENGLAND AND WALES.					
6,254,617	6,112,292	5,858,796	5,917,577	6,255,800	Maintenance of Way, Works, &c.
36,746,784	16,972,593	15,829,541	15,964,425	15,968,943	Locomotive Power.
6,956,416	4,011,556	4,068,486	4,616,186	4,769,772	Repairs and Renewals of Carriages and Waggon.
17,064,845	17,566,428	17,216,021	17,674,187	17,445,457	Traffic Expenses.
1,116,691	4,780,154	5,071,073	5,055,477	5,226,495	General Charges.
2,658,656	2,023,596	4,066,559	4,273,560	4,688,027	Rates and Taxes.
610,540	337,800	327,021	323,627	316,561	Government Duty.
152,549	171,465	191,450	161,857	161,471	Compensation To Employees.
11,620,088	10,111,111	11,649,711	10,751,912	10,500,000	Compensation For Personal Injury to Passengers.
625,641	463,056	508,886	503,075	545,070	For Damage to, or Loss of, Goods.
299,332	266,174	275,450	266,564	260,584	Legal and Professional Expenses.
11,571,458	1,606,618	1,850,718	1,859,210	1,859,647	Miscellaneous.
61,510	61,510	60,000	59,000	61,510	Expenditure not allocated.
55,914,697*	55,914,697*	55,914,697*	55,914,697*	55,914,697*	TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure.
2,554,686	6,654,673	3,334,855	3,668,858	3,421,565	Steamboat, Dock, Harbour and Canal Expenditure.
58,469,383*	62,569,370*	59,249,552*	60,583,555*	60,336,262*	GRAND TOTAL.

## SCOTLAND.

1,685,945	1,663,456	1,118,743	1,679,510	1,775,765	Maintenance of Way, Works, &c.
5,052,118	1,769,612	1,697,962	1,685,075	1,697,022	Locomotive Power.
634,085	6,033,771	295,497	521,051	643,855	Repairs and Renewals of Carriages and Waggon.
1,367,005	1,665,197	5,311,478	5,048,965	5,059,945	Traffic Expenses.
706,644	341,676	251,457	109,619	337,812	General Charges.
775,046	595,536	862,584	126,747	555,075	Rates and Taxes.
56,970	54,034	56,156	54,002	56,952	Government Duty.
77,040	12,625	38,206	12,075	18,517	Compensation To Employees.
26,402	58,000	36,476	12,718	19,261	Compensation For Personal Injury to Passengers.
76,180	23,225	69,600	66,466	56,638	For Damage to, or Loss of, Goods.
26,244	10,395	11,776	23,226	31,395	Legal and Professional Expenses.
9,894,370	275,440	270,134	368,054	336,671	Miscellaneous.
6,608,666	6,546,610	5,996,381	6,397,705	6,612,666	TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure.
156,202	156,700	542,578	175,126	261,460	Steamboat, Dock, Harbour and Canal Expenditure.
6,764,868	6,703,310	6,538,959	6,572,831	6,874,126	GRAND TOTAL.

## IRELAND.

136,351	405,644	546,938	486,655	607,374	Maintenance of Way, Works, &c.
124,585	719,664	719,664	759,654	759,654	Locomotive Power.
264,393	193,280	307,546	177,115	277,686	Repairs and Renewals of Carriages and Waggon.
625,449	698,672	511,866	424,571	415,900	Traffic Expenses.
227,571	186,945	187,080	184,566	219,410	General Charges.
107,650	137,066	127,564	22,463	128,456	Rates and Taxes.
5,671	6,670	5,670	6,680	5,620	Government Duty.
6,976	6,708	8,656	2,071	5,594	Compensation To Employees.
6,059	7,619	6,148	7,626	6,520	Compensation For Personal Injury to Passengers.
14,168	33,671	50,145	14,464	26,718	For Damage to, or Loss of, Goods.
173,658	65,659	61,458	79,707	61,418	Legal and Professional Expenses.
5,937,608	3,401,640	3,506,179	3,666,311	3,508,684	Miscellaneous.
55,285	70,623	50,923	18,201	71,456	TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure.
5,992,953	3,472,263	3,557,102	3,684,512	3,580,140	Steamboat, Dock, Harbour and Canal Expenditure.
5,992,953	3,472,263	3,557,102	3,684,512	3,580,140	GRAND TOTAL.

## UNITED KINGDOM.

1,685,945	16,586,095	7,068,280	16,130,772	17,082,126	Maintenance of Way, Works, &c.
26,052,118	12,071,112	15,697,500	26,675,026	18,661,467	Locomotive Power.
6,956,416	6,000,771	6,379,983	6,995,075	6,968,661	Repairs and Renewals of Carriages and Waggon.
17,064,845	17,547,524	17,700,668	17,649,026	17,649,026	Traffic Expenses.
1,116,691	6,667,473	7,096,537	7,075,507	7,460,626	General Charges.
2,658,656	4,077,593	6,033,020	4,766,568	4,688,027	Rates and Taxes.
610,540	337,800	337,364	323,627	316,561	Government Duty.
152,549	171,465	191,450	161,857	161,471	Compensation To Employees.
11,620,088	10,111,111	11,649,711	10,751,912	10,500,000	Compensation For Personal Injury to Passengers.
625,641	463,056	508,886	503,075	545,070	For Damage to, or Loss of, Goods.
299,332	266,174	275,450	266,564	260,584	Legal and Professional Expenses.
11,571,458	1,606,618	1,850,718	1,859,210	1,859,647	Miscellaneous.
61,510	61,510	60,000	59,000	61,510	Expenditure not allocated.
66,173,741*	66,173,741*	66,173,741*	66,173,741*	66,173,741*	TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure.
2,554,686	2,554,686	2,554,686	2,554,686	2,554,686	Steamboat, Dock, Harbour and Canal Expenditure.
68,728,427*	68,728,427*	68,728,427*	68,728,427*	68,728,427*	GRAND TOTAL.

\* Summation owing to a change made in the mode of working weights from, and expenditure on, telegraphs, the gross figures in each case being now gross.

## RECEIPTS UNDER VARIOUS HEADS PER MILE OPEN.

No. 17.—COMPARISON OF RECEIPTS per Mile of Railway open, from Passenger and Goods Traffic, in each of the Years from 1886 to 1905.

Year	Passenger Traffic.						Goods Traffic.			TOTAL from Passenger and Goods Traffic.	
	1st Class.	2nd Class.	3rd Class and Parlia-mentary.	Season Ticket Holders.	TOTAL.	Excess Luggage, Parcels, Carriages, Horses, Dogs, and Mails.	Total from Passenger Traffic.	Minerals.	General Merchandise.		Total from Goods Traffic.
ENGLAND AND WALES.											
1886	178	121	1,412	175	1,886	344	2,800	1,093	1,469	2,649	3,609
1887	188	139	1,466	179	1,960	357	2,926	1,133	1,535	2,730	3,683
1888	186	136	1,437	186	2,009	363	2,372	1,142	1,566	2,764	3,136
1889	189	171	1,543	191	2,092	378	2,475	1,240	1,688	2,937	3,412
1890	195	181	1,581	199	2,153	385	2,544	1,393	1,641	2,945	3,929
1901	191	187	1,602	205	2,185	402	2,597	1,230	1,636	2,933	3,929
1902	195	199	1,619	213	2,217	414	2,831	1,348	1,668	3,015	3,946
1903	190	198	1,606	220	2,215	432	2,937	1,413	1,538	3,069	3,947
1904	183	195	1,606	225	2,209	438	2,641	1,419	1,536	3,061	3,642
1905	184	179	1,608	221	2,192	445	2,642	1,445	1,537	3,028	4,680
SCOTLAND.											
1886	100	-	773	84	957	227	1,184	794	810	1,658	2,833
1887	99	-	800	90	989	229	1,218	801	828	1,696	2,914
1888	99	-	827	95	1,020	232	1,268	843	847	1,737	3,010
1889	104	-	841	100	1,065	249	1,306	888	874	1,798	3,103
1890	110	-	893	102	1,093	253	1,323	904	875	1,846	3,199
1901	122	-	904	102	1,147	261	1,438	896	909	1,796	3,193
1902	113	-	882	105	1,096	265	1,343	898	892	1,837	3,200
1903	112	-	876	102	1,089	266	1,355	877	881	1,668	3,138
1904	111	-	859	101	1,071	271	1,342	874	835	1,703	3,136
1905	108	-	843	101	1,032	266	1,319	865	841	1,739	3,107
IRELAND.											
1886	53	30	301	20	423	123	585	35	549	689	1,274
1887	54	30	306	20	429	128	587	41	529	510	1,097
1888	52	77	321	20	469	130	599	41	568	613	1,112
1889	53	77	333	31	484	136	620	43	570	696	1,196
1890	53	77	340	22	500	139	639	41	577	594	1,173
1901	52	74	338	22	486	140	626	44	578	529	1,154
1902	52	73	343	23	512	141	653	43	585	593	1,209
1903	53	74	335	23	506	143	631	76	561	594	1,255
1904	49	74	329	24	496	144	650	79	594	522	1,222
1905	48	72	336	24	500	146	648	77	529	522	1,198
UNITED KINGDOM.											
1886	147	97	1,185	137	1,546	296	1,839	890	1,217	2,170	4,009
1887	150	108	1,189	141	1,568	302	1,890	921	1,247	2,233	4,123
1888	148	119	1,210	147	1,624	308	1,932	933	1,274	2,273	4,205
1889	155	129	1,287	154	1,696	320	2,043	1,004	1,330	2,403	4,427
1890	157	137	1,391	158	1,743	332	2,076	1,046	1,324	2,447	4,523
1901	160	146	1,369	162	1,771	341	2,119	1,097	1,331	2,399	4,521
1902	161	149	1,311	168	1,789	350	2,139	1,060	1,341	2,498	4,687
1903	157	148	1,308	172	1,782	355	2,138	1,130	1,351	2,495	4,684
1904	155	144	1,308	173	1,770	368	2,138	1,134	1,251	2,468	4,655
1905	153	133	1,297	160	1,702	370	2,132	1,160	1,268	2,469	4,601

\* Including receipts for the carriage of Live Stock.

## RECEIPTS PER TRAIN MILE AND PER MILE OPEN.

No. 18.—COMPARISON of TOTAL RAILWAY RECEIPTS from Passenger Traffic and from Goods Traffic per Train Mile and per Mile of Open Railway, of Railway Companies in each of the Years from 1896 to 1905.

Year.	Per Train Mile.				Per Open Mile of Railway.			
	England and Wales.	Scotland.	Ireland.	United Kingdom.	England and Wales.	Scotland.	Ireland.	United Kingdom.

## FROM PASSENGER TRAFFIC.

	d.	d.	d.	d.	£.	£.	£.	£.
1896 . .	*49-49	*50-37	*43-25	*48-40	2,350	1,384	535	1,839
1897 . .	*49-56	*50-08	*42-60	*48-09	2,326	1,359	537	1,896
1898 . .	*49-72	*50-62	*41-50	*48-00	2,373	1,253	599	1,902
1899 . .	*50-61	*50-50	*42-17	*49-36	2,475	1,506	620	2,015
1900 . .	*50-62	*41-57	*44-93	*49-08	2,544	1,353	639	2,076
1901 . .	*50-86	*42-95	*43-71	*49-61	2,597	1,409	638	2,112
1902 . .	*50-92	*42-97	*43-97	*49-60	2,631	1,395	633	2,139
1903 . .	*50-45	*42-79	*43-87	*49-21	2,637	1,335	651	2,138
1904 . .	*49-19	*42-12	*43-79	*48-00	2,641	1,342	630	2,138
1905 . .	*49-71	*41-30	*43-87	*47-58	2,602	1,319	640	2,132

## FROM GOODS TRAFFIC.

	d.	d.	d.	d.	£.	£.	£.	£.
1896 . .	*70-42	*67-77	*71-47	*70-13	2,549	1,639	489	2,170
1897 . .	*70-14	*68-80	*73-41	*70-04	2,730	1,696	514	2,338
1898 . .	*69-55	*69-60	*73-60	*69-85	2,764	1,767	513	2,273
1899 . .	*70-23	*69-94	*73-81	*70-29	2,967	1,793	535	2,402
1900 . .	*70-90	*71-50	*74-19	*71-06	2,985	1,844	534	2,447
1901 . .	*73-41	*72-30	*73-44	*73-35	2,633	1,793	535	2,360
1902 . .	*77-62	*73-08	*76-57	*77-03	2,615	1,837	535	2,405
1903 . .	*82-54	*77-41	*77-34	*82-55	2,000	1,383	564	2,425
1904 . .	*80-59	*73-50	*81-00	*85-02	2,061	1,793	562	2,448
1905 . .	*80-51	*80-08	*84-19	*87-29	2,068	1,793	552	2,403

## FROM PASSENGER AND GOODS TRAFFIC.

	d.	d.	d.	d.	£.	£.	£.	£.
1896 . .	59-10	52-68	50-40	57-95	4,909	3,533	1,074	4,609
1897 . .	59-59	51-32	50-81	57-58	5,062	3,514	1,097	4,123
1898 . .	59-56	52-10	50-68	57-48	5,130	3,410	1,112	4,395
1899 . .	59-20	52-62	51-04	58-06	5,432	3,393	1,160	4,617
1900 . .	59-56	53-03	51-39	59-01	5,329	3,199	1,173	4,323
1901 . .	59-54	53-31	50-66	59-92	5,330	3,198	1,154	4,511
1902 . .	62-54	55-78	52-89	61-27	5,542	3,200	1,309	4,607
1903 . .	64-12	57-46	52-54	62-79	5,547	3,159	1,216	4,294
1904 . .	64-22	57-48	53-59	62-74	5,612	3,135	1,212	4,386
1905 . .	64-23	57-48	53-71	62-58	5,690	3,107	1,199	4,501

\* Exclusive of receipts on railways in cases where the traffic is conveyed by mixed trains.

## WORKING EXPENDITURE PER TRAIN MILE.

No. 19.—COMPARISON of RAILWAY WORKING EXPENDITURE—(I.) per Train Mile, and (II.) per Mile of Open Railway.

I.—Comparison of Working Expenditure (exclusive of Steamboat, Dock, Harbour, and Canal expenditure) by Railway Companies per Train Mile, in each of the Years from 1896 to 1905.

YEAR.	Maintenance of Way, Works, &c.	Locomotive Power.	Regies and Revenue of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Govern-ment Duty.	Compensation.			Legal and Parlia-mentary Expenses.	Miscel-laneous.	TOTAL.
								To Employ-ers.	For Personal Injury to Pas-sengers.	For Damage or Loss of Goods.			
ENGLAND AND WALES.													
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
1896	5.92	9.09	3.94	19.95	1.63	2.32	79	—	97	20	19	30	32.60
1897	5.73	9.25	3.92	11.23	1.62	2.32	81	—	97	23	19	34	34.02
1898	5.79	9.45	3.91	11.33	1.61	2.31	78	—	19	25	19	32	34.73
1899	5.79	10.28	3.99	11.37	1.69	2.31	78	97½	19	28	17	33	37.72
1900	5.76	11.76	3.17	11.99	1.60	2.33	78	99	19	34	17	34	37.84
1901	6.03	12.12	3.29	12.45	1.65	2.30	75	10	99	30	20	39½	39.97
1902	6.21	11.90	3.28	12.47	1.68	2.73	74	99	98	32	12	1.43	40.16
1903	6.48	11.65	3.24	12.97	1.63	2.97	75	10	99	29	20	1.39	41.23
1904	6.47	11.37	3.13	12.95	1.65	2.99	74	10	98	28	18	1.16	41.97
1905	6.37	11.48	3.35	12.89	1.67	3.30	73	11	98	25	19	1.13	41.21
SCOTLAND.													
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
1896	4.64	7.42	2.94	8.63	1.97	1.22	12	—	11	10	23	79	27.45
1897	4.51	7.43	2.73	8.61	1.81	1.27	11	—	99	12	24	56	27.94
1898	4.47	8.04	2.72	8.89	1.54	1.30	11	—	11	15	23	97	27.83
1899	4.52	8.95	2.69	9.06	1.15	1.39	12	99½	10	14	23	55	29.92
1900	4.78	10.65	2.58	9.36	1.16	1.44	12	98	12	17	23	55	31.83
1901	5.11	9.98	3.14	9.74	1.17	1.43	13	98	99	19	19	1.44½	32.60
1902	5.18	9.33	3.43	9.71	1.18	1.50	12	97	12	16	12	1.53	31.89
1903	5.06	9.26	3.24	9.69	1.17	1.49	13	99	15	17	16	1.54	32.13
1904	5.50	8.98	3.10	9.66	1.13	1.63	12	97	99	15	15	1.61	32.13
1905	5.41	8.94	3.16	9.37	1.14	1.65	12	99	99	13	15	1.44	32.90
IRELAND.													
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
1896	6.90	7.92	2.18	8.16	1.73	1.31	—	—	12	99	19	23	28.45
1897	6.73	7.70	2.23	6.17	1.71	1.44	—	—	97	98	19	22	28.34
1898	6.83	8.11	2.13	6.21	1.77	1.52	—	—	99	99	24	20	29.37
1899	6.97	8.10	2.21	6.31	1.73	1.57	—	99½	11	10	28	19	29.47
1900	6.93	8.62	2.22	6.33	1.76	1.72	—	94	13	99	29	20	31.33
1901	7.59	9.77	2.25	6.39	1.79	1.67	—	95	13	99	29	29½	32.87
1902	7.19	10.65	2.43	6.54	1.78	1.45	—	97	99	19	29	1.12	32.84
1903	7.28	10.08	2.13	6.60	1.77	1.70	—	98	11	11	26	1.08	32.19
1904	8.04	10.19	2.51	6.33	1.80	1.68	—	98	11	10	25	1.07	34.03
1905	6.23	9.66	2.41	6.97	1.63	1.71	—	97	13	11	26	1.16	32.97
UNITED KINGDOM.													
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
1896	5.54	8.61	2.90	10.36	1.43	2.13	79	—	96	13	20	34	32.41
1897	5.62	8.97	2.86	10.78	1.47	2.14	79	—	96	21	21	36	32.99
1898	5.67	9.25	2.94	10.49	1.43	2.16	79	—	10	23	13	36	33.63
1899	5.69	10.41	2.90	11.13	1.46	2.17	79	97½	10	25	13	38	34.62
1900	5.69	11.93	2.99	11.54	1.47	2.24	71	99	11	31	13	39	36.64
1901	5.97	11.76	2.23	11.95	1.41	2.30	72	99	99	25	19	1.61½	37.75
1902	6.12	11.23	2.31	12.13	1.54	2.53	73	99	98	29	19	1.69	38.93
1903	6.41	11.26	2.41	12.40	1.54	2.73	73	99	10	27	20	1.13	39.61
1904	6.40	11.13	2.41	12.37	1.59	2.90	72	10	98	24	21	1.20	39.63
1905	6.33	11.46	2.43	12.32	1.62	2.95	72	10	98	23	20	1.21	39.79

\* The Act 3 and 4 Vic. c. 79, under which the Railway Passengers Duty is levied, does not extend to Ireland.

† This figure does not compare with those for previous years, owing to a change made in the mode of treating receipts from, and expenditure on, hotels, the gross figures in each case being now given.

‡ The year 1899 is the first for which there are complete returns. The Workmen's Compensation Act, 1897, came into force on 1st July, 1898.

## WORKING EXPENDITURE PER MILE OPEN.

No. 19.—COMPARISON OF RAILWAY WORKING EXPENDITURE—(I) per Train Mile, and (II) per Mile of Open Railway—continued.

II.—Comparison of Working Expenditure (exclusive of Steamboat, Dock, Harbour, and Canal expenditure) by Railway Companies per Mile of Open Railway, in each of the Years from 1896 to 1905.

YEAR.	Maintenance of Way, Works, &c.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Government Duty.	Compensation.			Legal and Parliamentary Expenses.	Miscellaneous.	TOTAL.
								To Employers.	For Personal Injury to Passengers.	For Damage or Loss of Goods.			
ENGLAND AND WALES.													
1896	487	735	244	695	126	198	17	—	6	17	16	24	2,776
1897	498	794	250	951	130	198	18	—	6	19	17	26	2,914
1898	507	845	264	967	133	202	19	—	8	23	16	28	3,041
1899	539	910	282	1,038	136	211	20	77	9	25	16	32	3,266
1900	531	1,043	292	1,156	138	220	20	8	10	31	16	35	3,390
1901	545	1,038	298	1,158	140	232	21	9	8	33	18	39	3,521
1902	550	1,067	303	1,144	143	248	22	8	7	39	18	40	3,626
1903	571	1,070	308	1,142	143	263	23	8	8	35	18	47	3,659
1904	579	1,030	310	1,141	145	273	23	9	7	33	16	109	3,637
1905	593	1,016	314	1,140	146	283	23	10	7	32	17	104	3,645
SCOTLAND.													
1896	250	490	138	470	68	86	6	—	6	5	12	28	1,463
1897	263	425	156	468	68	72	6	—	5	7	19	28	1,523
1898	258	454	137	514	69	78	6	—	6	9	13	39	1,630
1899	267	521	158	532	68	81	7	32	6	6	13	26	1,706
1900	278	619	167	526	67	84	7	8	10	10	22	28	1,833
1901	290	593	173	523	66	84	7	5	5	11	11	33	1,855
1902	297	535	181	527	68	80	7	4	7	9	7	76	1,828
1903	306	509	178	548	64	82	7	5	3	9	9	74	1,800
1904	290	497	169	540	65	80	7	4	5	6	6	88	1,765
1905	292	493	171	534	63	83	6	4	5	7	8	78	1,740
IRELAND.													
1896	139	160	46	174	27	28	—	—	3	2	4	5	398
1897	145	166	48	176	27	31	—	—	2	2	4	5	416
1898	159	176	48	189	29	34	—	—	4	2	5	5	445
1899	157	182	50	184	26	35	—	12	3	2	5	4	462
1900	137	215	50	189	40	39	—	1	4	2	0	5	506
1901	154	223	51	194	39	38	—	1	3	2	5	53+	544
1902	168	221	50	196	41	38	—	2	2	2	5	56	554
1903	167	231	50	193	41	39	—	2	3	2	8	55	560
1904	182	226	52	190	41	38	—	2	3	2	6	91	579
1905	183	215	54	187	41	38	—	2	3	2	10	95	558
UNITED KINGDOM.													
1896	892	899	291	720	103	146	16	—	6	13	14	34	2,243
1897	962	943	306	769	106	153	16	—	5	15	15	47	2,332
1898	915	986	315	799	108	168	17	—	7	17	14	56	2,460
1899	930	763	298	846	111	165	17	37	8	18	13	59	2,434
1900	936	894	297	894	113	173	18	7	9	24	14	59	2,634
1901	948	885	245	960	114	180	19	7	7	26	15	79+	2,648
1902	980	845	249	915	116	190	19	7	6	22	16	82	2,619
1903	969	828	249	907	115	200	19	7	7	19	15	83	2,613
1904	958	817	249	904	117	209	18	7	6	18	13	88	2,611
1905	943	811	252	900	116	216	18	8	6	17	14	88	2,609

\* The Act 5 and 6 Vic. c. 78, under which the Railway Passengers' Duty is levied, does not extend to Ireland.

† This figure does not compare with those for previous years, owing to a change made in the mode of treating receipts from, and expenditure on, hotels, the gross figures in each case being now given.

‡ The year 1899 is the first for which there are complete returns. The Workmen's Compensation Act, 1897, came into force on 1st July, 1899.

## RECEIPTS PER TRAIN MILE, &amp;c., FOR VARIOUS COMPANIES.

No. 20.—COMPARISON of RECEIPTS per Train Mile, from Passenger and Goods Traffic, and 1904, of the undermentioned

Note.—The receipts of the lines worked

Year.	Calderdale.	Central London.	Furness.	Glasgow and South-Western.	Great Central.	Great Eastern.	Great Northern.	Great Northern of Ireland.	Great North of Scotland.	Great Western.	Great Southern and Western of Ireland.
FROM PASSENGER TRAFFIC.											
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
1896	38.74	—	38.17	39.81	45.31	49.83	43.15	46.58	35.31	39.47	46.43
1897	38.35	—	41.96	39.44	46.33	50.33	43.41	47.08	34.76	39.63	46.04
1898	39.31	—	43.19	39.37	46.62	51.07	43.51	48.16	34.02	39.77	45.28
1899	41.13	—	44.95	40.39	39.14	52.73	42.79	49.07	37.02	31.76	44.50
1900	44.06	—	45.72	41.21	39.34	54.99	43.61	50.45	39.51	33.25	45.08
1901	45.28	63.42	46.42	44.38	39.01	56.91	43.19	49.56	41.44	33.83	42.90
1902	43.54	60.32	49.31	45.17	38.33	57.43	43.78	49.05	41.33	33.77	43.67
1903	45.89	64.87	45.61	48.15	36.93	57.33	43.65	49.45	41.83	33.53	44.36
1904	45.65	65.11	44.64	42.31	34.97	58.52	43.08	48.55	40.87	31.57	45.59
1905	45.94	65.13	43.56	39.35	34.39	56.59	43.04	49.36	40.49	49.66	43.92

## FROM GOODS TRAFFIC.

1896	75.65	—	106.16	68.34	63.63	61.64	61.65	77.06	61.47	59.62	63.03
1897	76.46	—	107.97	70.19	63.78	66.50	60.61	78.19	62.65	59.35	64.60
1898	76.69	—	111.06	71.99	64.44	69.72	57.34	79.70	63.88	58.15	64.69
1899	76.34	—	119.02	73.05	61.44	70.43	57.79	80.05	63.10	59.34	63.95
1900	78.23	—	114.63	73.85	59.16	70.38	60.17	80.44	63.15	59.11	67.84
1901	79.62	—	111.22	73.43	64.15	61.09	63.79	80.68	67.61	61.86	67.68
1902	83.08	—	112.22	73.59	66.70	63.96	68.67	81.66	70.34	64.71	71.43
1903	87.46	—	113.63	76.54	70.46	67.03	73.88	84.37	74.43	69.17	71.99
1904	86.36	—	115.79	77.71	73.66	68.69	79.19	84.72	74.66	73.35	80.23
1905	86.07	—	120.63	78.36	76.25	69.62	75.95	102.68	79.29	79.56	81.22

## FROM PASSENGER AND GOODS TRAFFIC.

1896	56.18	—	74.35	63.28	57.69	54.96	51.31	57.91	44.96	54.96	54.69
1897	55.17	—	76.81	62.91	57.63	54.37	50.86	57.54	44.36	54.90	54.54
1898	55.97	—	78.75	62.07	58.65	54.45	50.03	58.65	42.79	54.28	53.84
1899	56.77	—	79.55	64.03	53.39	56.42	50.51	59.45	45.76	55.51	52.97
1900	59.47	—	82.47	59.03	51.33	56.73	51.92	60.41	48.80	56.17	54.56
1901	60.96	62.42	79.34	58.43	52.90	56.90	59.11	59.35	50.73	57.72	55.35
1902	60.45	66.62	78.25	55.09	54.15	62.63	55.97	62.27	51.66	58.97	55.98
1903	62.07	64.67	76.44	56.77	54.87	64.93	57.10	63.31	59.78	60.23	54.81
1904	61.46	63.11	76.29	56.78	54.55	63.19	57.07	62.53	51.73	60.74	58.64
1905	61.67	65.13	81.91	54.32	55.71	61.33	56.54	63.89	52.43	60.90	58.23

## PROPORTION OF TOTAL EXPENDITURE TO TOTAL RECEIPTS.

	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
1896	40	—	49	54	85	37	63	50	51	55	53
1897	60	—	50	56	54	37	62	52	52	56	54
1898	52	—	59	56	58	38	61	53	52	60	57
1899	53	—	45	58	56	39	62	53	53	59	57
1900	57	—	49	62	70	42	58	56	54	62	59
1901	56	54	51	53	70	46	57	56	53	63	54
1902	58	62	60	61	67	45	54	55	51	61	62
1903	59	63	51	61	67	45	54	55	51	61	62
1904	54	58	54	60	66	43	54	60	53	62	60
1905	54	58	53	59	66	43	54	67	51	63	60



## RECEIPTS PER TRAIN MILE, &amp;c., FOR VARIOUS COMPANIES

Proportion per Cent. of Total EXPENDITURE to Total RECEIPTS, for the Years from 1896 to Railway Companies.

by the several Companies are included.

London and York-shire	London and North-Western	London and South-Western	London Brighton and South Coast	Midland	Midland Great Western of Ireland	North British	North-Eastern	South-Eastern and Chatham.	Taff Vale	Year.
FROM PASSENGER TRAFFIC.										
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
86.07	54.02	54.93	58.70	43.72	39.94	43.02	43.28	—	71.33	1896
43.61	53.31	55.17	53.03	43.03	38.88	39.49	44.21	—	65.49	1897
43.90	52.43	54.90	53.84	42.06	39.48	40.42	44.28	—	59.23	1898
46.97	52.73	56.33	53.38	43.09	40.47	39.97	43.17	54.63	65.13	1899
44.75	54.50	53.11	62.14	42.39	41.83	42.33	46.01	64.06	68.79	1900
43.15	54.28	59.24	64.93	43.75	39.08	43.12	47.93	58.64	73.13	1901
49.02	53.99	57.04	63.30	43.98	39.70	44.09	47.30	59.93	70.24	1902
48.18	53.02	55.83	64.79	41.77	40.32	45.43	48.27	62.44	65.71	1903
45.39	52.71	54.48	64.19	40.44	39.65	45.19	47.38	60.88	62.11	1904
45.97	52.07	54.53	63.30	42.77	40.00	44.73	45.72	59.66	62.50	1905
FROM GOODS TRAFFIC.										
104.43	81.28	69.11	92.90	41.47	70.48	63.87	78.90	—	81.80	1896
100.27	79.97	65.90	83.68	41.51	75.25	65.94	79.28	—	82.14	1897
104.10	79.98	64.59	83.64	40.90	75.95	67.31	79.57	—	83.46	1898
106.05	80.38	69.94	83.04	42.06	77.04	68.30	80.13	80.01	84.28	1899
109.85	81.11	68.00	88.79	43.73	78.43	70.22	82.35	77.97	86.88	1900
119.60	85.05	68.39	94.42	43.02	71.79	70.60	86.44	79.48	85.79	1901
150.27	90.58	72.24	86.31	49.82	73.24	71.07	95.53	78.65	88.41	1902
130.66	103.63	78.78	96.94	73.40	74.07	74.38	107.58	79.22	90.27	1903
140.07	106.07	78.62	100.90	73.33	77.99	78.03	117.01	80.89	88.28	1904
146.73	100.64	80.86	103.39	73.84	78.49	79.31	124.03	82.06	91.28	1905
FROM PASSENGER AND GOODS TRAFFIC.										
87.85	67.13	57.99	84.86	54.35	51.66	51.99	62.90	—	79.38	1896
85.28	69.74	58.97	84.06	54.36	52.25	52.17	62.44	—	79.56	1897
85.48	63.22	57.33	84.09	53.07	53.01	53.38	62.92	—	74.00	1898
88.48	65.78	59.98	87.74	54.45	54.09	53.45	64.93	66.94	79.26	1899
87.10	66.50	60.08	88.07	55.47	55.03	56.03	65.63	69.23	81.94	1900
89.31	68.38	60.73	89.77	55.30	51.06	57.59	67.36	70.94	83.08	1901
71.24	69.58	60.93	71.04	57.43	52.76	57.53	71.27	71.17	82.83	1902
73.79	73.32	60.29	70.83	58.83	53.31	59.49	70.39	71.90	83.17	1903
73.89	73.97	60.44	70.97	57.70	53.71	60.07	70.19	68.64	80.99	1904
75.31	73.33	60.55	70.32	58.25	54.54	60.96	72.97	71.90	76.37	1905
PROPORTION OF TOTAL EXPENDITURE TO TOTAL RECEIPTS.										
Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	
56	55	57	54	55	53	59	57	—	54	1896
57	56	57	54	57	53	59	56	—	54	1897
57	56	60	57	55	53	59	59	—	58	1898
58	59	61	59	59	54	55	61	58	56	1899
60	62	62	61	61	55	54	63	61	59	1900
63	63	64	62	64	59	53	65	64	58	1901
61	63	68	60	63	58	53	65	63	55	1902
62	63	63	60	63	59	53	64	62	57	1903
62	64	63	59	63	59	53	64	63	56	1904
63	63	63	60	63	58	53	63	61	56	1905

\* The Receipts of the London and North Western Company, from the Steamboat Traffic, are included in the Company's returns with those from the Railway Traffic, up to and including the year 1901.

† The London Chatham and Dover and South Eastern Railway Companies' lines have been worked by a Joint Committee as one undertaking since the year 1899.

## EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

No. 21.—COMPARISON of EXPENDITURE per Train Mile (exclusive of Steamboat, Dock, Harbour and

Note.—The expenditure of the lines worked

Year.	Ches- terman.	Central London.	Farn- ham.	Glasgow and South- Western.	Great Central.	Great Eastern.	Great Northern.	Great Southern of England.	Great North of Scotland.	Great Western.	Great Southern and Western of Ireland.
MAINTENANCE OF WAY.											
1886	4.52	—	7.65	4.57	4.65	4.72	5.05	7.06	5.75	6.44	6.47
1887	4.61	—	5.03	4.33	4.41	4.40	5.72	7.30	5.77	6.67	8.74
1888	4.57	—	5.51	4.43	4.57	4.77	4.95	7.24	5.64	7.21	7.62
1889	4.71	—	5.69	4.71	4.79	5.22	5.54	5.95	5.65	7.22	7.55
1890	5.14	—	5.59	4.58	4.89	5.59	4.39	6.90	4.53	7.12	7.43
1891	5.71	1.55	5.20	5.50	4.54	5.54	4.54	6.94	4.19	7.20	7.90
1892	5.69	1.57	5.19	5.25	4.76	5.44	4.74	7.81	4.47	7.99	7.97
1893	5.64	1.79	5.29	5.48	4.85	6.08	4.94	8.03	4.36	7.22	7.90
1894	5.68	1.90	5.15	5.38	4.93	6.38	5.09	8.04	4.35	7.27	8.58
1895	5.96	1.93	5.92	4.55	5.22	6.45	5.13	8.22	4.29	7.13	9.51

## LOCOMOTIVE POWER.

1886	7.30	—	9.61	7.33	8.84	8.44	8.66	7.43	7.12	8.19	8.05
1887	7.52	—	10.24	7.75	9.35	8.50	9.06	7.53	7.23	8.44	8.61
1888	8.50	—	10.30	8.35	9.08	8.68	9.21	8.47	7.12	9.13	8.57
1889	9.48	—	11.43	9.35	11.34	9.68	9.68	8.67	8.20	9.79	9.56
1890	11.49	—	12.57	11.44	12.43	10.41	11.69	11.02	8.27	11.97	9.69
1891	10.20	12.90	10.42	10.25	11.79	10.33	11.75	9.90	8.25	11.47	10.16
1892	9.78	11.65	10.13	9.82	10.67	10.20	11.19	10.06	8.73	11.22	10.22
1893	9.56	10.92	11.44	9.94	11.06	10.29	11.15	10.45	8.37	11.29	10.62
1894	9.17	10.74	10.71	9.37	10.78	10.17	11.40	11.23	8.79	11.13	10.60
1895	9.29	10.35	10.75	9.67	10.77	10.04	10.71	9.62	8.33	11.05	10.21

## REPAIRS AND RENEWALS OF ROLLING STOCK.

1886	3.28	—	5.57	3.28	3.25	3.61	3.68	3.34	1.55	2.79	2.56
1887	3.55	—	5.53	3.13	2.43	2.74	2.52	2.33	1.36	2.71	2.66
1888	3.66	—	4.93	3.08	2.60	2.63	2.72	2.25	1.67	2.74	2.23
1889	3.14	—	4.53	3.10	3.68	3.68	3.56	2.99	1.67	2.70	2.20
1890	3.32	—	4.41	3.25	3.58	3.47	3.46	2.23	1.77	2.75	2.25
1891	3.65	1.78	5.30	3.55	3.34	3.49	3.45	2.29	1.40	2.67	2.19
1892	3.44	2.13	5.48	3.19	3.30	3.65	3.19	2.27	1.79	2.90	2.75
1893	3.79	2.25	5.26	3.35	3.47	3.61	3.25	2.34	1.46	3.12	2.14
1894	3.22	2.39	4.79	3.28	3.61	3.52	3.35	2.25	1.22	3.21	2.43
1895	3.67	2.68	5.08	3.30	3.72	3.44	3.05	2.35	1.50	3.39	2.52

## TRAFFIC CHARGES.

1886	9.53	—	10.34	9.13	11.19	8.83	10.33	9.64	7.13	8.89	8.90
1887	9.55	—	10.43	9.13	11.74	9.84	10.39	9.66	7.23	8.97	8.90
1888	9.34	—	10.42	9.23	12.09	10.12	10.30	9.31	7.34	9.24	8.67
1889	9.69	—	10.35	9.56	12.28	10.34	10.73	9.31	8.02	9.66	8.83
1890	10.23	—	10.80	10.61	12.33	10.75	11.10	9.33	8.32	9.69	8.83
1891	10.48	13.40	11.21	10.13	12.51	11.33	11.61	9.45	8.36	9.62	9.53
1892	10.42	12.67	11.06	10.13	12.81	11.45	11.93	9.37	8.65	9.80	9.63
1893	10.73	12.45	11.30	10.29	12.74	11.45	12.29	9.48	8.56	10.21	8.61
1894	10.38	12.30	11.77	10.43	12.86	11.76	12.17	9.34	8.50	10.59	8.66
1895	10.25	12.00	11.54	10.00	12.94	11.40	12.15	9.50	8.49	10.53	8.53

# EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

Canal expenditure) for the Years from 1895 to 1905, of the undermentioned Railway Companies.  
by the several Companies is included.

Lea- mings and York- shire.	London and North- Western.	London and South- Western.	London Brighton and South Coast.	Midland.	Midland Great Western of Ireland.	North British.	North- Eastern.	South- Eastern and Chatham. †	Taff Vale.	Year.
MAINTENANCE OF WAY.										
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
0.19	0.42	0.03	0.04	4.32	0.79	4.01	0.14	—	0.25	1895
0.47	0.20	0.18	0.17	4.54	0.12	4.02	0.45	—	0.15	1897
0.37	0.40	0.11	0.48	4.75	0.28	4.37	0.53	—	0.22	1898
0.40	0.46	0.28	0.26	4.08	7.14	4.29	0.48	0.38	7.29	1899
0.10	0.26	0.77	0.94	4.37	7.21	4.74	0.40	0.72	7.01	1900
7.50	0.28	0.48	7.24	4.24	7.12	4.68	0.27	0.92	7.09	1901
0.94	0.74	0.22	7.20	4.93	7.14	4.92	4.94	7.20	7.77	1902
7.42	7.42	0.20	7.01	0.35	7.02	0.18	7.32	7.05	7.48	1903
0.37	7.48	0.02	7.02	0.11	7.04	0.25	7.07	7.14	0.00	1904
0.06	7.14	0.74	7.29	0.04	7.07	0.37	7.48	7.19	0.40	1905
LOCOMOTIVE POWER.										
0.74	0.76	0.17	0.20	0.79	7.90	7.00	10.02	—	10.22	1895
0.37	0.70	0.23	0.78	0.19	4.14	7.11	11.18	—	10.41	1897
0.74	0.96	0.28	10.20	0.37	8.47	7.58	11.30	—	10.46	1898
10.27	9.46	0.84	10.49	10.32	0.56	4.25	10.27	10.73	10.27	1899
11.62	11.16	10.87	12.79	11.00	0.07	0.93	12.35	12.08	10.04	1900
12.20	11.00	11.03	12.71	11.71	10.26	0.29	14.02	13.08	10.17	1901
11.63	11.43	10.98	12.99	11.40	0.90	0.01	12.97	12.73	17.44	1902
11.75	11.45	10.34	12.86	11.25	10.05	0.13	14.49	12.20	17.02	1903
12.24	12.00	10.49	12.46	10.85	10.41	4.25	14.27	11.79	17.04	1904
12.45	12.27	10.37	12.26	10.60	10.15	0.06	14.05	11.68	16.90	1905
REPAIRS AND RENEWALS OF ROLLING STOCK.										
0.54	0.65	0.61	0.64	0.69	0.29	0.62	0.17	—	0.18	1895
0.09	0.73	0.74	0.18	0.50	0.14	0.05	0.16	—	0.14	1897
0.10	0.62	0.48	0.66	0.63	0.14	0.01	0.31	—	1.04	1898
0.33	0.93	0.38	0.65	0.42	0.21	0.46	0.00	0.68	0.60	1899
0.18	0.18	0.66	0.33	0.61	0.13	0.76	0.90	0.26	0.50	1900
0.27	0.37	0.46	0.40	0.68	0.26	0.77	0.08	0.13	0.48	1901
0.20	0.44	0.61	0.33	0.73	0.60	0.01	0.65	0.15	0.55	1902
0.42	0.74	0.71	0.42	0.60	0.00	0.00	7.02	0.25	0.29	1903
0.42	0.73	0.72	0.43	0.63	0.02	0.13	7.26	0.21	0.25	1904
0.61	0.72	0.28	0.68	0.74	0.24	0.17	7.00	0.24	0.28	1905
TRAFFIC CHARGES.										
13.64	13.40	10.40	9.61	11.90	7.98	0.70	10.32	—	11.20	1895
13.75	14.20	10.20	9.68	11.90	7.96	0.73	10.77	—	11.17	1897
13.28	14.37	10.20	10.13	11.48	0.96	0.94	10.09	—	12.10	1898
14.37	14.08	10.48	10.00	12.27	0.13	0.23	10.71	13.44	10.50	1899
14.05	15.09	10.60	11.15	12.78	0.06	0.64	11.10	13.75	11.72	1900
15.28	16.12	11.00	11.32	12.90	0.45	10.05	11.97	14.28	11.31	1901
15.94	16.97	10.88	11.15	12.36	0.21	10.07	12.63	14.14	11.38	1902
16.46	17.53	10.97	11.13	12.43	0.22	10.20	12.61	14.05	11.34	1903
16.32	17.54	11.00	11.29	12.25	0.25	10.46	12.66	13.94	10.92	1904
16.71	17.18	10.68	11.03	12.18	0.22	10.67	12.56	12.40	10.72	1905

† The London Chatham and Dover and South Eastern Railway Companies' Lines have been worked by a Joint Committee as one undertaking since the year 1893.

## EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

## No. 2L.—COMPARISON OF EXPENDITURE per Train Mile (exclusive of Steamboat of the undermentioned)

Note.—The expenditure of the lines worked

Year.	Calcutta.	Central London.	Furness.	Glasgow and South-Western.	Great Central.	Great Eastern.	Great Northern.	Great Northern of Ireland.	Great North of Scotland.	Great Western.	Great Southern and Western of Ireland.
GENERAL CHARGES.											
1896	1.20	—	2.45	1.25	1.64	1.63	1.44	1.47	1.34	1.17	1.28
1897	1.12	—	2.44	1.19	1.66	1.65	1.45	1.45	1.31	1.15	1.27
1898	1.15	—	2.45	1.24	1.58	1.62	1.47	1.47	1.38	1.16	1.34
1899	1.19	—	2.77	1.28	1.54	1.62	1.47	1.45	1.35	1.18	1.30
1900	1.23	—	2.81	1.31	1.45	1.60	1.43	1.42	1.40	1.11	1.44
1901	1.25	2.31	2.95	1.30	1.54	1.67	1.51	1.43	1.43	1.11	1.35
1902	1.28	2.50	3.16	1.34	1.49	1.69	1.47	1.70	1.46	1.11	1.36
1903	1.25	2.46	2.95	1.36	1.53	1.58	1.43	1.73	1.51	1.15	1.36
1904	1.29	2.66	3.22	1.42	1.52	1.63	1.71	1.59	1.55	1.16	1.76
1905	1.29	2.78	3.16	1.37	1.54	1.70	1.76	1.81	1.53	1.20	1.71

## RATES, TAXES, AND GOVERNMENT DUTY.

1896	1.40	—	2.88	1.49	1.96	2.83	2.08	*1.24	1.31	2.18	*1.79
1897	1.58	—	2.43	1.22	1.97	2.81	2.01	*1.77	1.38	2.21	*1.93
1898	1.64	—	2.59	1.68	1.94	2.68	2.01	*2.60	1.33	2.36	*1.79
1899	1.65	—	2.79	1.75	1.89	2.74	1.98	*2.22	1.41	2.28	*1.83
1900	1.74	—	2.52	1.30	1.82	2.65	2.04	*2.18	1.46	2.20	*2.19
1901	1.83	2.54	2.55	1.83	1.93	2.59	2.23	*2.16	1.48	2.38	*2.02
1902	1.71	4.64	2.90	1.71	1.94	2.41	2.45	*2.19	1.48	2.42	*1.98
1903	1.62	5.29	2.36	1.33	1.98	2.39	2.66	*2.49	1.63	2.66	*1.95
1904	1.58	3.52	1.86	1.85	2.05	2.68	2.73	*2.27	1.79	3.11	*1.99
1905	1.45	5.76	2.46	1.76	2.06	2.81	2.82	*2.42	1.58	3.25	*2.06

## OTHER RAILWAY WORKING EXPENDITURE.

1896	1.24	—	0.32	0.29	1.21	0.36	0.69	0.43	1.12	0.48	0.43
1897	1.22	—	0.54	0.39	1.27	0.43	0.48	0.52	1.06	0.54	0.38
1898	1.43	—	0.30	0.45	1.32	0.57	0.44	0.75	1.06	0.59	0.56
1899	1.30	—	0.37	1.03	1.47	0.74	0.41	0.64	1.29	0.72	0.49
1900	1.45	—	0.49	0.74	1.51	0.80	0.72	0.61	1.29	1.02	0.64
1901	2.09	0.47	1.06	2.22	2.01	2.44	2.29	1.47	1.35	0.61	0.94
1902	2.54	0.19	0.69	2.49	2.00	2.62	2.36	1.68	1.43	0.91	0.91
1903	2.43	0.20	0.78	2.29	2.33	2.76	2.23	1.83	1.38	1.04	1.11
1904	3.09	0.23	1.15	2.69	2.97	2.80	2.16	1.91	1.38	0.61	1.07
1905	2.78	0.35	0.91	2.83	2.94	2.51	2.17	1.61	1.28	0.63	1.25

## TOTAL.

1896	28.63	—	28.63	27.67	31.76	30.44	32.62	29.04	22.33	30.31	29.21
1897	29.75	—	49.06	28.00	33.07	30.87	32.74	30.30	29.45	30.43	29.88
1898	29.96	—	41.06	28.97	34.99	31.27	32.99	31.51	23.34	32.38	30.47
1899	31.56	—	41.01	39.08	36.61	32.37	33.21	31.73	28.64	32.69	30.44
1900	34.09	—	42.49	33.80	37.34	35.06	34.17	33.71	27.75	34.43	32.55
1901	36.59	34.59	47.51	33.48	38.66	38.58	36.94	33.76	27.76	36.47	30.99
1902	35.49	35.65	41.63	34.13	38.23	38.72	37.13	35.30	27.62	35.95	34.47
1903	39.43	33.46	43.71	35.94	38.41	39.57	38.19	36.36	28.27	36.96	34.77
1904	35.14	33.73	47.65	34.78	38.01	39.68	38.28	38.68	29.52	37.33	36.39
1905	35.06	35.78	42.02	33.19	38.31	39.70	37.81	37.65	28.37	37.46	36.87

\* Rates and taxes only—the passenger duty is not charged in Ireland.

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

Dock, Harbour and Canal expenditure) for the Years from 1895 to 1905,  
Railway Companies—continued.

by the several Companies is included.

Leam- ingham and York- shire.	London and North- Western.	London and South- Western.	London Brighton and South Coast.	Midland.	Midland Great Western of Ireland.	North British.	North Eastern.	South- Eastern and Chatham. †	Tot Val.	Year.
GENERAL CHARGES.										
1891	1.71	1.93	1.13	1.04	1.42	1.46	1.12	—	2.86	1896
1891	1.70	1.94	1.11	1.02	1.45	1.47	1.11	—	2.91	1897
1892	1.68	1.92	1.09	1.05	1.51	1.41	1.08	—	2.86	1898
1893	1.60	1.84	1.10	1.08	1.48	1.41	1.12	2.24	2.92	1899
1894	1.67	1.98	1.84	1.05	1.49	1.47	1.44	2.24	2.46	1900
1895	1.72	1.28	1.38	1.06	1.45	1.46	1.24	2.24	2.92	1901
1896	1.80	1.34	1.45	1.14	1.49	1.46	1.29	2.29	2.40	1902
1897	1.91	1.43	1.44	1.13	1.43	1.45	1.41	2.26	2.36	1903
1898	1.98	1.46	1.43	1.13	1.43	1.48	1.47	2.21	2.34	1904
1899	1.91	1.48	1.53	1.16	1.47	1.45	1.54	2.24	2.35	1905
RATES, TAXES, AND GOVERNMENT DUTY.										
1894	2.36	2.73	4.12	1.66	*1.20	1.20	2.44	—	5.14	1899
1897	2.21	2.80	4.16	1.94	*1.20	1.27	2.66	—	4.91	1897
1898	2.19	2.74	4.06	1.87	*1.25	1.40	2.56	—	5.38	1898
1899	2.22	2.87	4.10	1.92	*1.29	1.40	2.55	4.47	5.90	1899
1900	2.22	2.94	4.15	1.83	*1.38	1.45	2.60	5.15	5.20	1900
1901	2.25	2.17	4.08	1.88	*1.31	1.49	2.55	5.34	5.45	1901
1902	2.23	2.33	4.61	2.06	*1.35	1.45	2.55	5.48	5.62	1902
1903	2.05	2.09	5.11	2.25	*1.28	1.54	2.73	5.59	5.54	1903
1904	2.00	2.40	5.22	2.29	*1.41	1.72	4.05	5.28	5.62	1904
1905	2.11	2.35	5.26	2.34	*1.44	1.75	4.05	5.02	5.63	1905
OTHER RAILWAY WORKING EXPENDITURE ;										
0.60	0.82	0.83	1.22	0.25	0.25	0.95	0.25	—	4.27	1896
0.55	0.82	0.90	1.08	0.25	0.20	1.00	0.27	—	4.26	1897
0.61	0.81	0.90	1.71	0.46	0.24	0.90	0.24	—	4.68	1898
0.64	1.00	1.02	2.03	0.47	0.24	0.92	0.42	1.17	3.67	1899
0.68	1.21	1.01	2.28	0.47	0.47	1.05	0.43	1.29	3.94	1900
1.00	1.18	1.43	2.09	2.07	0.19	1.01	0.67	1.36	0.96	1901 ;
1.08	1.09	1.33	2.04	2.63	0.28	1.03	0.64	1.37	1.74	1902
2.24	1.19	1.40	1.08	2.97	0.61	0.99	0.53	1.43	1.26	1903
2.26	1.11	1.08	1.50	3.21	0.55	0.90	0.59	1.23	0.84	1904
2.16	1.94	1.60	1.44	3.47	0.60	0.94	0.66	1.28	1.20	1905
TOTAL.										
37.88	127.43	31.75	35.22	30.44	26.79	36.33	35.07	—	47.94	1896
37.11	127.76	32.88	36.16	31.40	27.21	36.48	36.31	—	48.55	1897
37.90	128.22	33.56	37.57	32.01	28.79	37.38	36.53	—	49.41	1898
38.65	128.90	34.71	39.07	33.01	29.08	37.90	36.33	40.49	49.27	1899
40.07	143.82	36.25	41.83	34.66	30.68	38.83	40.77	41.08	52.22	1900
44.31	144.20	37.26	42.73	37.47	31.11	39.79	42.41	47.25	49.48	1901
44.12	44.94	37.54	43.28	38.15	30.99	39.55	42.45	46.65	49.53	1902
45.75	46.02	37.25	45.35	39.13	31.65	41.28	42.11	42.52	47.69	1903
46.99	47.94	37.65	45.85	39.78	32.00	41.45	42.37	46.68	49.23	1904
46.75	46.33	37.02	45.69	38.69	31.99	42.25	42.14	45.35	44.24	1905

\* As the receipts per train mile of the London and North Western Company, on page xlix, for the years 1896 [1895] include the proportion derived from the Steamboat Traffic, the expenditure per train mile of the Company shown above for those years includes the proportion due to the working of the Steamboats. This expenditure per train mile varied from 9d. to 1-1d. in the six years.

† The figures for 1891 do not compare with those for previous years owing to a change made in the mode of treating receipts from, and expenditure on, hotels; the gross figures being now given in all cases.

‡ The London Chatham and Dover and South Eastern Railway Companies' lines have been worked by a Joint Committee as one undertaking since the year 1892.

## RAILWAY RETURNS.—1905.

### No. 1.—CAPITAL, &c.

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RETURN of the authorised SHARE and LOAN CAPITAL of the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND, and of their PAID-UP ORDINARY, PREFERENTIAL, and GUARANTEED CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1905, specifying the rate per cent. of the Dividends for the year 1905 on each of the said Capitals; showing also the Loans outstanding on the 31st day of December 1905, classified according to the several rates per cent. of Interest; and the Capital subscribed to other undertakings, whether such undertakings are on lease to, or worked by, the subscribing Company, or are independent.

NOTE.—The figures in *italics*, as regards the year 1905, on pages 2 to 45 show the amounts by which the Capitals of the Railway Companies have been nominally increased by the conversion, consolidation, and division of their Stocks. In certain cases the consolidation has resulted in a nominal decrease, the amounts by which the Capitals were so decreased being specially noted. The amounts of Capital printed in Roman type include the nominal additions and show the sums receiving the rates of dividend stated against them.

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## No. 1.—AMOUNT of CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been successively increased by these amounts are, in all cases, included.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND DEBTS.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.			Preference.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Per cent.	Amount.	Rate of Dividend paid.	Per cent.	Amount.	Rate of Dividend paid.	Per cent.
Alexandra (Newport and South Wales) Dock and Railway.	2,000,000	648,000	2,648,000	250,000 300,000	4 5	—	1,000,000	4½	4½	—	—	—
Avonmouth Light.	20,000	7,000	28,000	3,200	Nil	—	—	—	—	—	—	—
Barnstaple and Lynton Light.	Worked by the London and South Western.											
Baker Street and Waterloo.	2,673,000	804,000	3,477,000	1,277,640	Nil	—	600,000	4	Nil	—	—	—
Bain and Fothering.	Worked by the Great Western.											
Bardfield and Sible Hedingham Light.	20,000	13,000	33,000	—	—	—	—	—	—	—	—	—
Berry.	1,235,000	1,420,000	2,655,000	200,400 201,470 201,470 201,470	4 4 4 4	—	1,234,200 600,700 600,700 600,700	4 5 5 5	4 5 5 5	—	—	—
by the Berry.												
Valley of Glamorgan.	475,000	183,000	658,000	225,000	4½	—	—	—	—	—	—	—
Blidford, Westwood Hill and Appleton.	20,000	20,000	40,000	40,000	Nil	—	—	—	—	—	—	—
Birmingham (worked jointly in the Great Western and London and North-Western).	2,550,000	0	2,550,000	1,041,200 134,310	4 Nil	—	454,370	4½	4½	—	—	—
Bishop's Castle.	This line is in the hands of a Receiver and no returns of capital are available.											
Blackpool and Fleetwood Tramroad.	150,000	50,000	200,000	150,000	6½	—	—	—	—	—	—	—
Blackpool and Fylde Light.	100,000	60,000	160,000	—	—	—	—	—	—	—	—	—
Blackpool and Lancaster Light.	Name changed to "Blackpool and Fylde Light" under Blackpool and Fylde Light Railway (Change											
Brackenhill Light.	24,000	25,000	49,000	—	—	—	—	—	—	—	—	—
Bredford Corporation (Nidd Valley Light).	—	30,000	30,000	—	—	—	—	—	—	—	—	—
Brown and Merthyr Tydfil Junction.	1,070,500	970,238	2,040,738	254,200	Nil	—	700,000 100,170 40,000 40,000	4 4 5 4	Nil 4 5 Nil	—	—	—
Bridgegate.	125,000	45,000	170,000	75,000	6½	—	60,000	4½	4½	—	—	—

## 31st December, 1905.—ENGLAND AND WALES.

conversion, reclassification, or division of their stocks are given in italics below the totals.  
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBTENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBTENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debtenture Stock.		Total raised by Loans and Debtenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total Paid-up Stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£		
1,090,000	—	—	417,140	4	417,144	3,11,144	1,013,471	—	—	"In addition to paying interest on Capital the Company also paid £271 for Expenses."
257,350	—	—	—	—	—	257,350	257,350	—	—	"Deferred Ordinary Stock."
8,300	—	—	—	—	—	8,300	8,300	—	—	"Railway authorized under the Light Railways Act, 1900. The line was not open for public traffic on 31st December, 1905."
1,237,540	—	—	400,000	4	400,000	3,307,140	1,641,420	—	—	"Line not open for public traffic on 31st December, 1905."
—	—	—	—	—	—	—	—	—	—	"Railway authorized under the Light Railways Act, 1900. No capital had been raised at 31st December, 1905 and Railway not constructed at that date."
4,716,450	23,707 8	3	1,220,000	3	1,218,708	3,990,267	3,941,512	—	—	"Preferred Convertible Ordinary Stock."
1,031,450	5,042 3	3	100,000	3	90,000	2,550,470	1,267,796	—	—	"Deferred Convertible Ordinary Stock."
523,000	—	—	157,000	3	157,000	600,000	600,000	—	—	"1 Penny Preference, partly redeemed."
46,810	—	—	12,000	4	12,000	58,810	50,810	—	—	"Reserved for conversion of Bank Cheques."
3,000,000	—	—	—	—	—	3,330,000	3,000,000	—	—	"Borrowing power divided in equal proportions between the companies in which the line is raised."
150,000	40,000	3	—	—	40,000	150,000	230,000	—	—	"Amount received on shares partially paid but afterwards forfeited and on which no dividend is paid."
—	—	—	—	—	—	—	—	—	—	"Railway authorized under the Light Railways Act, 1900. No capital had been raised at 31st December, 1905 and Railway not constructed at that date."
of Newby, Ormsby, 1905.										
—	—	—	—	—	—	—	—	—	—	"Railway authorized under the Light Railways Act, 1900. No capital had been raised at 31st December, 1905 and Railway not constructed at that date."
—	3,000 1,000 20,000	30 25 32	—	—	30,000	30,000	21,278	—	—	"Railway authorized under the Light Railways Act, 1900. Line not open for public traffic on 31st December, 1905."
1,167,715	14,076 8	3	903,071	4	907,788	3,663,480	3,624,900	—	—	"Borrowing preference shares."
48,074	—	—	48,000	—	48,000	5,736	2,736	—	—	"Capitalized value of Land Rent Charges."
134,000	—	—	40,000	4	40,000	100,000	100,000	—	—	"100 Shares issued."
—	—	—	—	—	—	—	—	—	—	"The line is worked by the Joint Committee of the 'London and North-Western' and 'Midland' Companies for working the Somerset and Dorset line."



No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been recently increased by these amounts are, in all cases, indicated

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preference.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Brighton and Dyke	Worked by the London, Brighton, and South Coast.											
Brighton and Rottingdean Southern Electric (Tramroad)	20,000	7,000	27,000	20,000	Nil	8,000	4	Nil	—	—	—	
Bristol Corporation (in respect of railways authorised under the Bristol Dock Act, 1897)	—	400,000	400,000	—	—	—	—	—	—	—	—	
Buckley	Undertaking voted in the "Great Central" on from 1st January, 1905, under Act 4, Edw. VII.											
Bulleigh Saltworks	Leased to the London and South-Western.											
Bury and Greenhatch Valley	66,600	140,000	206,600	21,550 (110,000)	6 —	33,320	5 —	3 —	—	—	—	
Bury and Din Light	170,000	35,000	205,000	—	—	—	—	—	—	—	—	
Collington Light	100,000	33,333	133,333	—	—	—	—	—	—	—	—	
Cambrian	3,508,418	5,450,374	8,958,792	1,422,444 —	500 —	1,864,478	4 Nil	Nil	—	—	—	
Worked by the Central Committee	Trent Valley	16,000	4,000 (28,250)	15,171	Nil	—	—	—	—	—	—	
	Van	20,000	6,000	26,000	Nil	—	—	—	—	—	—	
	Walsby & Lifford Light	21,000	28,000	49,000	15,063	Nil	—	—	—	—	—	
	Wrexham and Ellesmere	320,000	74,000	394,000	180,000	31	30,000	4	4	—	—	
Cannock Chase and Wolverhampton	90,000	90,000	180,000	70,200	Nil	—	—	—	—	—	—	
Canter	4,902,106	3,800,000	8,702,106	1,700,000 500,000 500,000	5 4 4	1,800,000	4	4	—	—	—	
Central Essex Light	175,000	50,000	225,000	—	—	—	—	—	—	—	—	
Central London	3,150,000	976,000	4,126,000	1,698,300 120,316 490,316	4 4 4	—	—	—	—	—	—	
Charing Cross, Euston, and Harington	4,326,000	1,440,000	5,766,000	3,784,442	Nil	—	—	—	—	—	—	
Charnwood Forest	Worked by the London and North-Western.											
Chasler, Limited	200,000	167,000	367,000	40,880	Nil	20,396	4	Nil	—	—	—	
Cheshire Lines Committee	These lines are the joint property of the "Great Central," "Great Northern," and "Midland" Railway											
Worked by the Cheshire Lines Committee	Southport and Cheshire Lines Extension	300,000	200,000	500,000	500,000 50,000	Nil	75,000	25	Nil	—	—	
	City and South London	1,480,000	1,118,000	2,598,000	1,480,000	11	374,328	5	5	—	—	
Clay Cross	Undertaking abandoned under Act 4, Edw. VII, cap. 27.											
Cleator and Workington Junction	517,200	172,400	689,600	214,010	5	187,700	4 70,000	4 45	—	—	—	

31st December, 1905.—ENGLAND AND WALES—continued.

conversions, consolidations, or divisions of their stocks are given in italics below the totals.  
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
38,000	7,000	0	—	—	7,000	38,000	31,000	—	—	Use not working in 1905.
—	193,687	4	181,400 47,022 57,484	20 20 20	392,083	392,083	334,054	—	—	Use not open for public traffic on 31st December, 1905.
cap. 96							64,029			
58,678	80,000	4	60,000	4	144,845	308,818	285,518	—	—	* Depreciated value of Stock-charges.
236,750†	4,543*	5	—	—	—	236,750†	138,710†	—	—	† Reduced decrease of Capital.
—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1900. No capital had been raised at 31st December, 1904, and Railway not constructed at that date.
—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1900. No capital had been raised at 31st December, 1905, and Railway not constructed at that date.
3,341,194	45,229†	4	3,849,808	4	5,955,647	6,306,171	5,204,372	—	—	* Statute of 1904 authorized to be raised by Board of Trade Certificate and of amount, not exceeding £100,000, authorized by Section 19 of the Companies Act, 1900.
128,757	—	—	151,449	5	251,449	251,449	227,517	—	—	† Depreciated value of Land and Buildings.
15,171	11,500 5,000 1,900 5,750	3 3 3 3	—	—	34,750	30,021	28,852	—	—	Railway authorized under the Light Railways Act, 1900. As the provisions of 1900 have not been granted by the Treasury, who have also agreed to lend the Company £100,000 free of interest. These amounts are not included in the return.
38,000	1,686	10	2,000	3	4,686	34,686	31,000	—	—	* Amount authorized to be raised in the Company by various local authorities.
35,000	5,827 5,660 3,573	34 34 20	2,700	4	10,000	33,115	31,389	—	—	Railway authorized under the Light Railways Act, 1900. The Company has in addition received from the Treasury a capital sum of £17,500, and a loan of £8,750. Interest on the loan is paid at the rate of 2½ per cent. per annum.
590,000	—	—	58,000	4	58,000	598,000	598,000	—	—	† Depreciated value of Land and Buildings.
70,000	6,608	6	—	—	6,608	77,508	77,508	—	—	* Including £20,000 on which dividend did not accrue until 31st January, 1906.
3,480,000	—	—	1,522,300	3	1,522,300	4,992,300	4,625,300	—	—	† Preferred Ordinary Stock.
—	—	—	322,547	5	262,225	262,227	262,000	—	—	‡ General Reserve Ordinary Stock.
—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1900. No capital had been raised at 31st December, 1904, and Railway not constructed at that date.
3,000,000	—	—	871,236	4	871,236	3,871,236	3,871,236	—	—	* Unpaid Ordinary Stock.
2,702,443	—	—	—	—	—	2,702,443	1,814,303	—	—	† Preferred Ordinary Stock.
68,810	1,540 2,000	5 6	37,122 47,750 50,881	4 5 6	144,753	599,739	599,608	—	—	‡ Dividend Ordinary Stock.
Companies the Capital is included in the Returns of these Companies.										
383,000	—	—	900,000	3	209,000	543,000	652,000	—	—	Use not open for public traffic on 31st December, 1905.
35,000	—	—	—	—	—	35,000	35,000	—	—	
2,064,385	—	—	561,247	4	661,947	2,616,372	1,665,072	—	—	
453,714	—	—	138,400	34	138,400	592,114	582,115	—	—	

No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been contractually increased. These amounts are, in all cases, included.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND SHARE.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend Paid.	Amount.	Percentage of Loan.	Rate of Dividend paid.	Amount.	Percentage of Loan.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Choberry Mortimer and Ditton Press Light.	25,000	32,000	128,000	224	Nil	—	—	—	—	—	—	
Cockermouth, Keswick, and Penrith	332,000	150,000	445,000	507,470	5	25,000	5	5	—	—	—	
Cole Valley and Halstead	56,780	432,385	518,975	41,200	Nil	25,500	5	Nil	—	—	—	
Contingham Light	14,000	4,067	18,327	12,000	7½	—	—	—	—	—	—	
Cornwall	35,000	5,000	50,000	15,000	1	—	—	—	—	—	—	
Crookham, Sidley, and Buxton	Worked by the "South Eastern and Chatham Railway Companies Managing Committee."											
Croydon and Oxford Joint Committee	This line is the joint property of the "London, Brighton, and South Coast" and "South Eastern"											
Doncaster District Light	141,000	47,000	188,000	—	—	—	—	—	—	—	—	
Donhead Light	45,000	21,000	66,000	—	—	—	—	—	—	—	—	
Donner Valley	600,000	500,000	800,000	320,000	Nil	—	—	—	—	—	—	
Donner Valley Cattle Market Railway	See under London Corporation.											
Donner Valley Light	—	100,000	100,000	—	—	—	—	—	—	—	—	
Down South Coast Light	120,000	40,000	160,000	—	—	—	—	—	—	—	—	
Eden, Newbury, and Southampton	947,200	525,000	1,462,000	308,030	Nil	638,540	5	Nil	—	—	—	
Dover and Deal Committee	This line is the joint property of the "London, Chatham, and Dover" and "South Eastern"											
Dorchester	These railways are the property of and are worked by Messrs. Gant, Keen and Nettletons, Limited.											
Donkirk Extension	—	—	—	—	—	—	—	—	—	—	—	
East Angles	13,500	4,200	18,000	10,000	5½	—	—	—	—	—	—	
East and West Junction	300,000	498,000	608,000	200,000	Nil	—	—	—	—	—	—	
Eastham, Reddish, and Stratford-upon-Avon Junction.	90,000	50,000	140,000	45,000	Nil	45,000	5	Nil	—	—	—	
Stratford-upon-Avon, Tormanton, and Midland Junction.	183,400	500,000	395,400	160,000	Nil	10,300	5	Nil	—	—	—	
East and West Yorkshire Union	248,000	80,000	334,000	114,434	Nil	130,220	4	2½	—	—	—	
East Lancashire	Leased to the "Great Northern"											
East London	5,245,000	3,078,000	5,824,000	3,290,750	Nil	—	—	—	—	—	—	
East London Extension	—	—	—	250,000	Nil	—	—	—	—	—	—	
Easton and Church Hope	20,000	70,000	120,000	20,750	Nil	30,000	5	Nil	—	—	—	
East Essex Light	45,000	15,000	60,000	—	—	—	—	—	—	—	—	

31st December, 1905.—ENGLAND AND WALES—continued.

by conversion, consolidation, or division of their stocks are given in *italic* below the totals in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total issued by Loans and Debenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
204	—	—	—	—	—	204	224	—	—	Railway authorized under the Light Railways Act, 1900. The line had not been completed on 31st December 1905.
332,479	—	—	90,182	4	90,182	422,611	432,633	—	—	
86,780	750 <sup>a</sup> 1,820 <sup>b</sup>	4 5	307,265 61,913	Nil	421,280	518,870	435,679	—	—	<sup>a</sup> Capital raised of Local Authorities.
18,000	—	—	3,000	4	3,000	15,000	12,000	—	—	Railway authorized under the Light Railways Act, 1900.
15,000	—	—	5,000	3	3,000	20,000	30,000	—	—	
Railway Companies: the Capital is included in the Returns of those Companies.										
—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1900. Substantiated loans included December, 1905, and Railway not commenced in that date.
—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1900. No capital had been raised on 31st December, 1905, and Railway not commenced in that date.
332,900	—	—	75,000	4	75,000	407,900	410,000	—	—	Railway authorized under the Light Railways Act, 1900, is being constructed and worked by a Joint Committee of the East Kent County Council of Dover and Ramble.
—	—	—	—	—	—	—	—	—	—	<sup>a</sup> Capital had been raised in May December, 1905, and Railway not commenced in that date.
—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1900. No capital had been raised on 31st December, 1905, and Railway not commenced in that date.
945,070	103,161 30,850 1,578	4 5 b	65,808 102,000	3 5	333,169	1,298,890	1,256,554	—	—	Line worked by the "Great Western" and the "London & South Western" Companies.
Railway Companies: the Capital is included in the Returns of those Companies.										
There is no separate Capital for the railways, which are not open for public traffic.										
18,000	3,000	4	—	—	3,000	15,000	27,000	—	—	
300,000	—	—	300,000	5	300,000	300,000	300,000	—	—	The lines of these Companies are worked by a Joint Committee of the "Great Western, London and South Western, and "Metropolitan" Companies.
90,000	30,000	5	30,000	4	40,000	120,000	120,000	—	—	
175,500	—	—	300,000	3	300,000	375,500	375,500	—	100,000	
367,430	4,800	4	16,541 11,000	3 <sup>a</sup> 5	30,441	333,773	333,545	—	—	
3,340,708	—	—	332,000 172,800 9,108,546	3 <sup>a</sup> 3 <sup>b</sup> 4	3,344,608	4,790,585	5,796,302	—	—	Line worked jointly by the "Great Western" and "London and South Western" Companies.
435,200	—	—	125,000 407,000	3 <sup>a</sup> 4	332,000	1,367,200	1,372,200	—	—	Railway authorized under the Light Railways Act, 1900. No capital had been raised on 31st December, 1905, and Railway not commenced in that date.
40,000	—	—	74,000	4 <sup>a</sup>	74,000	120,000	120,000	—	—	Line worked jointly by the "Great Western" and "London and South Western" Companies.
—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1900. No capital had been raised on 31st December, 1905, and Railway not commenced in that date.

No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been annually increased by These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.		
Edgware and Hemstead	360,000	120,000	480,000	11,334	N/A	—	—	—	—	—	—	
Eslington and Ashmore Light	36,000	12,000	48,000	—	—	—	—	—	—	—	—	
Exmouth, Robbitch, and Stratford-upon-Avon Junction	Worked by the East and West Junction and Stratford-upon-Avon, Temeater, and Midland Junction											
Exeter	Worked by the Great Western.											
Exmouth Dock and Railway	60,000	40,000	100,000	20,000 <sup>a</sup> 20,000 <sup>b</sup>	20% 20%	—	—	—	—	—	—	
Feltham Dock and Railway	180,000	80,000	260,000	150,000	1/2	—	—	—	—	—	—	
Ferriby*	178,186	44,000	222,186	65,186	1/2	10,000 43,000	4 1/2 5	4 1/2 5	—	—	—	
Fishguard and Haverhill Railways and Harbour	2,371,500	625,500	3,396,000	1,000,000	20%	—	—	—	888,900	3 1/2	3 1/2	
Furness	34,200	11,400	45,600	34,200	5	—	—	—	—	—	—	
Forest of Dean Central	Worked by the Great Western.											
Fresno, Yosemite, and Newport	Worked by the Lake of the West Central.											
Furness	8,571,875	2,420,488	8,201,584	8,642,900 <sup>a</sup> —	3 1/2 —	2,100,550 225,780	4 4	4 4	779,125 244,675	4 5	4 5	
Garratt and Knot End	90,000	30,000	120,000	60,000	20%	18,410	5	20%	—	—	—	
Glyn Valley Tramway	60,180	18,200	64,480	16,016 <sup>a</sup> 8,670 <sup>b</sup>	20% —	20,377	5	5	—	—	—	
Goreau Junction and Portmadoc	This line is not working and no returns are available.											
Great Central	35,183,188	30,379,385	65,562,754	4,834,300 <sup>a</sup>	20%	364,000	3 1/2	3 1/2	448,900	4	4	
				4,834,300 <sup>b</sup>	20%	1,100,000	4	4	1,397,000	4 1/2	4 1/2	
				—	—	1,500,000	4	4	1,800,000	4 1/2	4 1/2	
				—	—	2,000,000	4	4	1,118,000	5	5	
Great Central	35,183,188	30,379,385	65,562,754	8,984,000	5	5	5	5	872,000	6	6	
				3,100,000	5	5	5	5	—	—	—	
Great Central	35,183,188	30,379,385	65,562,754	—	—	100,000	4	4	260,450	4 1/2	4 1/2	
				—	—	—	—	—	37,500	4 1/2	4 1/2	
				—	—	—	—	—	80,750	5	5	
Wigan Junction	420,000	200,000	620,000	200,000	1/2	228,000	3 1/2	3 1/2	—	—	—	
Worked by the Great Central. See also the "Manchester, South Junction and Altrincham," and "Oldham, Ashton-under-Lyne, and Guide Bridge Junctions."												

31st December 1905.—ENGLAND AND WALES—continued.

conversion, consolidation, or division of their stocks are given in italics below the totals. In the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
11,334	—	—	—	—	—	11,334	11,334	—	—	(Also not open for public trade on 31st December, 1905.)
—	—	—	—	—	—	—	—	—	—	(Railway authorized under the Light Railways Act 1900. No Capital had been raised at 31st December, 1905, and Railway not constructed at that date.)
Railway Companies' Joint Committee.										
60,000	—	—	40,000	5	40,000	100,000	100,000	—	—	(Preferred Stock. Redeemed Stock.)
130,000	—	—	—	—	—	130,000	130,000	—	—	
119,182	—	—	5,000 12,000	4 4½	16,000	133,182	133,182	—	—	(In addition to paying interest on Capital, the Company paid 10s. for rents and damages.)
1,888,000	—	—	—	—	—	1,888,000	1,888,000	—	—	(This Company owns the Waterford and Fermoy and Wexford and Roskilde lines. These are worked under agreement by the Great Southern and Western Company (London). £1 per cent only payable until completion of through service to and from Ireland.)
34,300	—	—	—	—	—	34,300	34,300	—	—	
6,801,875	—	—	2,994,123	3	2,994,123	7,817,998	7,740,903	—	—	
478,375	—	—	665,682	3	665,682	1,044,587	1,044,587	—	—	
71,430	18,000	5	—	—	18,000	90,010	90,010	—	—	
43,360	18,000 2,000	4 3	—	—	18,220	60,643	60,643	—	—	(Out of the net profits a sum of £207 was applied in paying back dividends to the paid-up share.)
2,672	—	—	—	—	—	2,672	2,672	—	—	(Capitalized value of Leasehold charges. 1. Seasonal decrease of capital.)
30,236,080	44,450	4	3,000,000 79,577 11,017,341 300,000	3½ 4 4½ 5	16,442,338	46,678,422	45,542,180	7,222,514	71,819	(Preferred Ordinary Stock. Redeemed Ordinary Stock.)
478,325	—	—	—	—	—	478,325	478,325	—	—	
454,000	15,431	5	173,450	4	168,061	622,461	622,461	—	—	(Capitalized value of Leasehold charges.)

No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been sensibly increased by these amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preference.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preference Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Great Central and Midland Joint Committee.	2,000,000	—	2,000,000	—	—	—	—	—	—	—	—	
Great Central and North Western Joint Committee.	See returns furnished by the "Manchester, South Junction, and Altrincham" and "Oldham, Ashton, and Rochdale" Committees.											
				15,302,886	3½	2,865,000	4	3½	5,444,627	4	4	
				11,895,715		11,895,715	4	4	600,000	5	5	
Great Eastern	38,908,321	18,948,215	57,856,536									
Lent to the Great Eastern.				—	—	622,500	4	4	1,666,320	4	4	
	London and Blackwall	2,587,180	835,000	3,422,180	2,228,585*	4½	320,000	4½	4½	—	—	
				30,967,247*	4	6,175,500	5	5	—	—	—	
				1,111,404	1½	16,253,500	4	4	—	—	—	
Great Northern	17,022,336	36,000,773	53,023,109	1,120,000	6	375,000	6	6				
				1,120,000	6							
				2,038,544	—	1,860,852	4	4	—	—	—	
Lent to or worked by the Great Northern.	East Lincolnshire	600,000	—	600,000	600,000	5	—	—	—	—	—	
	Hornsea	48,000	17,000	65,000	48,000	7½	—	—	—	—	—	
	Leath and East Coast	144,000	84,000	228,000	95,915	NIL	—	—	—	—	—	
	Muswell Hill and Palace	70,000	10,000	80,000	50,000	NIL	—	—	—	—	—	
	Nottingham and Grantham Railway and Canal	1,814,000	260,000	2,074,000	1,094,000	4½	—	—	—	—	—	
	Nottingham Suburban	250,000	79,845	329,845	200,000	3½	—	—	—	—	—	
	Stanford and Easington	140,000	46,000	186,000	75,000	NIL	15,000	4	4	—	—	
	See also the "Midland and Great Northern Railways Joint Committee."				46,000	5	3,000	5	5	—	—	
Great Northern and City	2,010,000	624,266	2,634,266	170,000*	+++	—	—	—	—	—	—	
				170,000								
Great Northern, Finsbury, & Brompton	5,405,000	1,801,400	7,206,400	3,194,316	NIL	—	—	—	—	—	—	
Great North of England, Cleopatra, and Harrogate Junction.	Lent to the North Eastern.											
				32,203,364	6½	11,808,479	6	6	26,613,682	6	6	
Great Western	35,582,776	27,365,608	62,948,384									
				447,700	—	447,700	5	5	725,000	—	—	
Lent to or worked by the Great Western.	Bath and Fording	250,000	95,000	345,000	228,000	3½	80,000	5	5	—	—	
	Exeter	186,000	160,000	346,000	166,500	NIL	—	—	—	—	—	
	Forest of Dean Central	No return with regard to capital available.										
	Princes Risborough	60,000	20,000	80,000	20,000	NIL	—	—	—	—	—	
	Ross and Marnham	100,000	20,000	120,000	80,000	1½	80,000	6	6	—	—	
	Tolpudden Valley	122,740	78,900	201,640	15,140	NIL	72,000	6	NIL	—	—	

31st December 1905.—ENGLAND AND WALES—continued.

conversion, consolidation, or division of their stocks, are given in italics below the totals, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEFERRED STOCK.				PAID-UP CAPITAL, INCLUDING LOANS AND DEFERRED STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.	
	Loans.		Deferred Stock.		Total raised by Loans and Deferred Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.		To other Railway Companies.
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	per cent.	£	per cent.	£	£	£	£		
—	—	—	—	—	—	—	—	—	No profile of the authorized capital has yet been made. The necessary funds have been provided by the Great Central and Midland Railway Companies, and not included in the returns of those Companies.	
under-Lyons, and Grids Bridge Junction Railway Companies, whose undertakings are managed										
84,186,521	84,506	5	17,588,256	4	18,012,498	14,208,737	14,179,120	1,543,771	585,000	
			5,000	4½						
			2,500	4½						
			99,089	4						
2,607,523	—	—	935,000	4	935,000	3,578,737	3,578,324	—	—	
2,379,929	—	—	334,000*	4½	334,000	3,265,826*	2,895,800	—	—	*The Company holds 7,000 of its own Ordinary Stock, and 1,000 of its own Deferred Stock.
13,824,371	33,343†	5	14,409,612	5	14,869,718	28,302,109	25,000,669	1,814,692	416,000	†Interest Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. §Unpaid value of Land and charges. ¶Subscription to Railway and other Companies.
2,437,516	—	—	3,844,115	5	5,044,115	5,668,691	5,484,408	—	—	
690,000	—	—	—	—	—	690,000	690,000	—	—	
40,000	10,000	24	—	—	17,000	40,000	45,000	—	—	*Borrowing Powers (190,000) provided by the Great Northern Railway Company.
	1,000*	4	—	—	—	—	—	—	—	†Unpaid value of Land and charges.
85,875	—	—	45,000	4	70,875	168,046	167,510	—	—	
	—	—	58,071	5	—	—	—	—	—	
70,000	—	—	10,000	4	16,000	80,000	85,000	—	—	
1,034,000	—	—	—	—	—	1,014,000	1,012,000	—	—	
250,000	—	—	—	—	—	250,000	250,000	—	—	
140,000	11,000	5	—	—	11,000	151,000	157,000	—	—	
1,520,000	14,800‡	4	504,216	4	519,016	2,078,616	2,064,700	—	—	†Preferred Ordinary Stock. ‡Deferred Ordinary Stock. §Interest on the date of a new issue, per annum on the Preferred Ordinary Stock, and on the date of 3 per cent. per annum on the Deferred Ordinary Stock, (as recommended by the Commissioners for three years from January 1st, 1906, or for such shorter period during which they work the line. ¶Unpaid value of Land and charges.
3,457,970	—	—	—	—	—	3,457,000	3,623,650	—	—	Also not open for public sale on 31st December, 1905. The dividend on the unpaid capital of the Company is provided by the Underground Electric Railways Company of London, Limited, under the terms of the Agreement for Lease.
70,628,532	250	4½	1,524,521	3½	20,136,771	95,806,800	91,905,697	—	2,210,500	¶Unpaid value of Road charges. §Interest 1,118,100, temporarily advanced.
	77,739*	4½	11,630,479	4	—	—	—	—	—	
	121,702*	5	1,000,484	4½	—	—	—	—	—	
	—	—	4,029,207	4½	—	—	—	—	—	
	—	—	5,063,945	5	—	—	—	—	—	
745,690‡	—	—	—	—	—	747,000‡	745,000‡	—	—	‡Unpaid value of Capital.
988,000	—	—	90,000	4	10,000	303,000	285,000	—	—	
196,580	—	—	77,500	4	77,500	254,580	272,580	—	—	
56,000	18,000	4½	—	—	98,000	74,000	70,000	—	—	¶Unpaid value of Land and charges.
	100*	5	—	—	—	—	—	—	—	
180,000	47,000	3½	—	—	68,734	918,734	915,734	—	—	¶Unpaid value of Land and charges.
	5,434*	5	—	—	—	—	—	—	—	
87,140	—	—	64,350	4	64,250	183,390	177,390	—	—	

No portion of the authorized capital has been issued. The necessary funds have been provided by the Great Central and Midland Railway Companies, and are included in the returns of those Companies.

\*The Company holds 7,000 of the new Ordinary Stock, and 1,000 of its own Deferred Stock.

†Interest on Ordinary Stock. (Deferred Ordinary Stock.) (Deferred Ordinary Stock.) (Deferred Ordinary Stock.) (Deferred Ordinary Stock.) (Deferred Ordinary Stock.) (Deferred Ordinary Stock.) (Deferred Ordinary Stock.) (Deferred Ordinary Stock.) (Deferred Ordinary Stock.) (Deferred Ordinary Stock.)

\*Borrowing Powers (190,000) provided by the Great Southern Railway Company. (Capitalized value of Loan Stock charges.)

†Preferred Ordinary Stock. (Preferred Ordinary Stock.) (Preferred Ordinary Stock.) (Preferred Ordinary Stock.) (Preferred Ordinary Stock.) (Preferred Ordinary Stock.) (Preferred Ordinary Stock.) (Preferred Ordinary Stock.) (Preferred Ordinary Stock.) (Preferred Ordinary Stock.) (Preferred Ordinary Stock.)

Also not open for public traffic on 31st December, 1905. The dividend on the paid-up capital of the Company is provided by the Great Southern Railway Company at London, London, under the terms of the Agreement for Loans.

‡Capitalized value of Loan charges. (Capitalized value of Loan charges.) (Capitalized value of Loan charges.) (Capitalized value of Loan charges.) (Capitalized value of Loan charges.) (Capitalized value of Loan charges.) (Capitalized value of Loan charges.) (Capitalized value of Loan charges.) (Capitalized value of Loan charges.) (Capitalized value of Loan charges.) (Capitalized value of Loan charges.)

§Capitalized value of Loan charges.

\*Capitalized value of Loan Stock charges. (Capitalized value of Loan Stock charges.) (Capitalized value of Loan Stock charges.) (Capitalized value of Loan Stock charges.) (Capitalized value of Loan Stock charges.) (Capitalized value of Loan Stock charges.) (Capitalized value of Loan Stock charges.) (Capitalized value of Loan Stock charges.) (Capitalized value of Loan Stock charges.) (Capitalized value of Loan Stock charges.) (Capitalized value of Loan Stock charges.)



## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been seriously increased by these amounts are, in all cases, included

NAME OF COMPANY.		AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE.							
		By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preference.			Guaranteed.		
					Amount.	Rate of Dividend paid.	Amount.	Preferred rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
		£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.
Lent to or secured by the Government—continued.	Great Western—cont.											
	West Cornwall	945,492	—	945,492	—	—	—	—	—	609,693 65,906	4½	4½
	West Somerset	124,000	43,350	167,350	47,766	2½	75,000	4	4	—	—	—
	See also "Wickhamstead," "Easton and Church Hope," "Halesowen," "Halesowen and City," "Shrewsbury and Hereford," "Tisbury," "Victoria Station and Finsbury," "West London" and "Weymouth and Portland."											
	Great Western and Great Central Joint Committee.	Capital provided by the "Great Western" and "Great Central" Railway Companies.										
	Grimsby and Saltfleetby Light	90,000	30,000	120,000	—	—	—	—	—	—	—	—
	Grindisford, Bude, and Budeville	300,000	70,000	360,000	—	—	—	—	—	—	—	—
	Gwentmouth Valley	170,000	56,000	226,000	100,000	NH	—	—	—	—	—	—
	Halesowen	104,000	60,000	164,000	120,000	NH	60,000	5	NH	—	—	—
	Halifax and Ovenden	The line is the joint property of the "Great Northern" and "Lancashire and Yorkshire"										
Hampstead and City	300,000	20,000	320,000	—	—	—	—	—	150,000 180,000	5 5½	5 5½	
Harrogate	Worked by the "London and North Western."											
Harrow and Uxbridge	Amalgamated with the "Metropolitan" as from 1st July, 1905, under Act 5, Edw. VII., cap. 22.											
Hawthorn Harbour District	Undertaking abandoned under Act 5, Edw., VII., cap. 24.											
Hopkirk Railway	Lent to the "London, Brighton, and South Coast."											
Holmsfeld and Southdown Light	54,000	20,000	113,000	—	—	—	—	—	—	—	—	
Hove, Bexhill and Cambleton Light	30,000	30,000	60,000	—	—	—	—	—	—	—	—	
Ilfracombe	Worked by the "Great Northern."											
Ilkley, Burnley, and West Riding Junction Railway and Dock.	Name changed to "Ilkley and Burnley" under Act 5, Edw. VII., cap. 41.											
Ilkley and Burnley.	3,600,000	4,412,505	8,012,505	3,000,000	2½	750,000	3½	3½	—	—	—	
Worked by the Ilkley and Burnley.	210,000	10,000	220,000	—	—	—	—	—	100,000	5½	5½	
Imperial Commercial Railway and Dock.	1,300,000	638,330	1,938,330	—	—	—	—	—	290,565	4	4	

31st December 1905.—ENGLAND AND WALES—continued.

conversion, consolidation, or division of their stocks, are given in italics below the totals. In the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL EXCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Com-mittees.	To other Railway Com-pa-nies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
884,993	—	—	—	—	—	884,993	884,993	—	—	Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December, 1905, and Railway not constructed at that date. No capital had been raised at 31st December, 1905, and Railway not constructed at that date.
148,838	—	—	48,000	4	48,000	188,838	187,659	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
100,000	23,300	5	—	—	23,300	123,300	123,300	—	—	
185,000	—	—	62,000	5	62,000	247,000	247,000	—	—	The line is worked jointly by the "Great Western" and "Midland" Companies.
Railway Companies; the Capital is included in the Returns of those Companies.										
334,000	21,000	4	—	—	21,000	355,000	331,000	—	—	The line is worked jointly by the "Great Western" and "Metropolitan" Companies.
—	—	—	—	—	—	—	444,500	—	—	
—	—	—	—	—	—	—	470	—	—	
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December, 1905, and Railway not constructed at that date.
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December, 1905, and Railway not constructed at that date.
4,056,000	40,000*	5	1,778,947	3	2,018,847	7,064,847	7,018,847	—	—	*Capitalised value of Land Revenues. 5 per cent. and 3 per cent. non-voting additional interest.
210,000	600	4	—	—	600	210,600	210,600	—	—	
299,985	—	—	—	—	—	299,985	—	—	—	Also not open for public traffic at 31st December, 1905.

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been semiofficially increased by these amounts are, in all cases, indicated

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARES.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferred.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Isle of Wight . . . . .	475,412	294,511	669,923	177,900 <sup>a</sup> 177,900 <sup>a</sup> 177,100	4 2 —	84,002	4	4	—	—	—	
Isle of Wight Central . . . . .	202,000	354,335	636,335	60,460	Nil	140,855	5	Nil	—	—	—	
Worked by the Isle of Wight Central.	Freshwater, Yarmouth, and Newport.	173,000	84,300 <sup>a</sup>	173,300	92,681	Nil	42,000	5	Nil	—	—	
	Newport, Godshill, and St. Lawrence.	100,000	40,000	100,000	3,500 <sup>a</sup> 55,000 <sup>a</sup> 50,000 <sup>a</sup>	Nil Nil Nil	—	—	—	—	—	
Kent and East Sussex Light . . . . .	135,000	45,000	180,000	50,740	2	—	—	—	—	—	—	
Eastdown Extension . . . . .	115,000	—	115,000	—	—	—	—	—	100,850	2	Nil	
King's Lynn Docks and Railway . . . . .	412,250	150,000	562,250	60,000 62,251	Nil Nil	140,250 20,000	4 5	4	—	—	—	
Kent's End . . . . .	20,000	15,000	35,000	—	—	20,750	4	4	—	—	—	
Lancashire Valley . . . . .	Undertaking vested in the "Great Western" as from 1st July, 1905, under Act 5, Edw. VII., cap. 135.											
Lancashire and Yorkshire . . . . .	53,170,252	21,393,300	74,563,552	18,467,645	20	25,400,000 1,840,000 100,000 210,355	3 4 5 <sup>1</sup> 5 <sup>1</sup>	3 4 4 <sup>1</sup> 5	2,590,002	4	4	
Liverpool, Southport, and Preston Junction.	196,744	—	196,744	196,744	20,2-0 <sup>5</sup>	—	—	—	—	—	—	
West Lancashire . . . . .	684,140	607,760	1,291,900	183,770	—	532,434	—	—	—	—	—	
Lancashire, Derbyshire, & East Coast . . . . .	1,025,000	391,600	1,416,600	1,200,000	Nil	250,000 150,000	5 5	5 2 <sup>1</sup>	—	—	—	
Worked by the Lancashire, Derbyshire, and East Coast	Sheffield District	300,000	100,000	400,000	200,000	Nil	100,000	5	4 <sup>1</sup>	—	—	
	—	—	—	—	—	—	—	—	—	—	—	

31st December 1905.—ENGLAND AND WALES.—continued.

conversion, consolidation, or division of their stocks are given in shillings below the totals in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
438,313	6,500†	5	104,000	4	200,000	235,285	277,337	—	—	*Preferred Convertible Ordinary Stock.
156,500	—	—	37,000	4	37,000	232,593	320,640	—	—	(Deferred Convertible Ordinary Stock.)
										†Capitalized Value of Land Bank charges.
323,315	7,937*	5	114,655	3	315,750	681,323	520,335	—	—	*Capitalized Value of Land Bank charges.
			125,600	4						
			76,600	4½						
134,981	—	—	20,600	3½	54,377	235,438	235,648	—	—	*The Company is also authorized to raise the sum of £50,000 by an issue of Debenture Stock.
			21,377	3						
180,000	21,300	4	14,400	4	40,000	160,000	160,000	—	—	†Ordinary Shares.
	4,400	4½								‡Preferred Shares.
59,782	—	—	16,000	4	16,000	73,782	265,637	—	—	
100,830	—	—	—	—	—	100,830	—	—	—	
331,639	—	—	160,000	4½	160,000	460,639	460,639	—	—	
43,733	—	—	—	—	—	43,733	43,733	—	—	
20,310	—	—	—	—	—	20,310	20,310	—	—	{Line not open for public traffic on 31st December, 1905.
							173,351			
18,064,923	25,000	3	18,914,877	3	18,365,877	64,900,900	67,095,214	7,500	200,000	*Minimum Rate.
	10,200	3½								†Capitalized Value of Land Bank charges.
	300	4								
	360,000†	3								
7,540,024	—	—	4,550,064	3	4,332,964	11,472,388	11,472,388	—	—	
198,744	—	—	—	—	—	198,744	198,744	—	—	*Under Act 69 & 70 Vict. c. 300, the line was vested in the Lancashire and Yorkshire Company as from the 1st July 1907, subject to the payment of a rent charge to the extent of a rent charge to be determined by the Board.
666,183	—	—	377,766	7½	377,766	1,368,983	1,063,330	—	—	*Under Act 69 & 70 Vict. c. 196, the line was vested in the Lancashire and Yorkshire Company as from the 1st July 1907, subject to the payment of a rent charge to the extent of a rent charge to be determined by the Board.
				6½						†The maximum rate payable on the Debenture Stock is 1 per cent. per annum, and the Preferred and Ordinary Capital is not entitled to any dividend till this rate has been paid.
1,925,000	—	—	864,183	4	864,183	2,789,183	2,775,150	—	—	
300,000	—	—	144,335	4	144,335	444,335	444,335	—	—	

No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been *actually* increased. These amounts are, in all cases, included.

LISTED COMPANIES LTD. IN THE UNITED KINGDOM

London to Newcastle by the London and North-Western

NAME OF COMPANY.	AUTHORISED CAPITAL.		Total.	PAID-UP STOCK AND SHARE.									
	By Shares and Stock.	By Loans and Debenture Stock.		Ordinary.		Preferred.			Guaranteed.				
				Amount.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.	Rate of Dividend paid.	
Lancingham and Rosale Light	75,000	25,000	100,000	5,540	Nil	—	—	—	—	—	—	—	
Lee-on-the-Solent	30,000	15,000	45,000	25,000	Nil	—	—	—	—	—	—	—	
Leek and Manifold Valley Light	Worked by the North Staffordshire.												
Leighton Buzzard and Hitchin Light	120,000	40,000	160,000	—	—	—	—	—	—	—	—	—	
Lidcard and Carleton	Worked by the Lidcard and Leam.												
Lidcard and Leam	75,000	30,000	105,000	76,000	Nil	43,021	5	Nil	—	—	—	—	
Lidcard and Carleton	213,625	75,300	288,925	23,025	Nil	7,000	5	Nil	—	—	—	—	
Liverpool Overhead	224,500	228,500	453,000	500,000	Nil	124,912	5	5	—	—	—	—	
Liverpool, St. Helens, and South Lancashire	550,000	270,000	820,000	158,800	Nil	40,000	4	Nil	190,000	4	Nil	Nil	
Liverpool, Southport, and Preston Junction	Undertakings incorporated in the "Lancashire and Yorkshire" Company. For Capital see under												
Lusely and Myrnydd Main	60,000	45,000	105,000	50,000	Nil	—	—	—	—	—	—	—	
London and Blackheath	Landed to the Great Eastern.												
London and Greenwich	Worked by the "South Eastern and Chatham Docking Companies Managing Committee."												
London and North-Western	17,202,223	41,973,000	59,175,223	12,135,223	0½	25,000,000	4	4	15,100,000	4	4	4	
				1,507,500	0½	5,000,000	4	4	2,212,000	4	4	4	
						4,125,000	4	4					
Charnwood Forest	120,000	55,000	175,000	150,000	Nil	—	—	—	—	—	—	—	
Earlham	100,000	55,000	155,000	55,000	Nil	—	—	—	—	—	—	—	
Mold and Denbigh Junction	335,000	267,000	602,000	75,000*	Nil	100,000	5	Nil	—	—	—	—	
				75,000*	Nil								
				75,000*	Nil								
Shropshire Union Railways & Canal	294,000	—	294,000	294,000*	3½	—	—	—	—	—	—	—	
See also "Birkenhead," "Manchester, South Junction, and Altrincham," "North and South-Western Junction," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," "Shrewsbury and Hereford," "Tisbury," and "West London."													

31st December, 1905.—ENGLAND AND WALES.—continued.

By conversion, consolidation, or division of their stocks are given in *italics* below the totals in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBTENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBTENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debtenture Stock.		Total raised by Loans and Debtenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Commissions.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total Paid-up Stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£		
5,540	2,000	4½	—	—	2,000	3,540	2,000	—	—	Railway authorized under the Light Railways Act, 1900. Has not yet been opened for public use on 31st December, 1905.
20,960	—	—	—	—	—	20,960	20,960	—	—	
—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1900. Its capital had been raised at 31st December, 1905, and railway not constructed at that date.
66,822	5,450 6,000 11,860	4 4½ 5	—	—	21,000	93,351	66,261	—	850	
36,325	2,000 10,500 1,000	4 4½ 5	—	—	14,000	44,325	44,325	—	—	
654,315	190,000 10,500	4 4½	—	—	206,500	651,412	635,397	—	—	
279,936	10,000*	4	300,000	4	270,000	549,936	549,936	—	—	*Capitalized value of Road charges.
Lancashire and Yorkshire.*										
59,665	—	—	45,000	5	45,000	104,665	70,665	—	—	
33,654,370	103,960*	5	30,000,214	5	36,171,122	32,508,560	27,508,565	1,023,320 908,590 610,340	113,200* Other Subscriptions. Expenditure for additional works on leased lines. 5 adms.	
5,351,170	—	—	3,524,333	5	3,261,933	12,776,000	12,674,886	—	—	
168,000	—	—	45,000	5	45,000	505,000	501,000	—	—	The issue of Debtenture of this Company has been the subject of prolonged litigation. By order of the High Court of Justice a Special Referee was appointed in 1905, and the Referee made in May 1906 the decision in favor of the Company to the amount of £17,000. He had been asked, of which only £5,000 was legal, the balance being ultra vires. The affairs of the Company are still in Chancery.
86,090	17,992* 22,692*	4½ 5	30,400	5	62,390	116,370	216,370	—	—	*Capitalized value of Road charges.
325,000	12,215	5	40,000 127,000 70,000	5 5 5	159,215	684,215	574,215	—	—	* Capitalized Stock. Preferred Stock. Sinking Stock. Capitalized value of Road charges.
304,000*	—	—	—	—	—	304,000*	300,444	—	—	*During the year 1905, £471 of the capital was converted into London and North Western Railway Stock.

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been recently increased by these amounts &amp;c., in all cases, included

NAME OF COMPANY	AUTHORIZED CAPITAL			PAID-UP STOCK AND SHARE								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary			Preference.			Guaranteed		
				Amount.	Rate of Dividend paid.	Amount.	Including Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
London and South-Western	32,381,403	14,932,133	47,313,536	8,332,132* 8,907,500 9,907,500	4 4 3	8,121,135 8,904,024	3½ 4	3½ 4	797,880	4	4	
				5,507,653	—	500,000	4	4	2,05,022	4	4	
Amminster and Lyne Regis Light	25,000	30,000	105,000	55,000	½	35,000	3½	3½	—	—	—	
Bathleigh Harbour	50,000	30,000	80,000	50,000	3	—	—	—	—	—	—	
North Cornwall	35,000	50,000	143,000	—	—	—	—	—	—	—	—	
Launceston and Falmouth Separate Capital	150,000	50,000	300,000	75,000*	4	—	—	—	—	—	—	
Launceston and Delabole Separate Capital	157,000	52,000	260,000	157,000	3½	—	—	—	—	—	—	
Walsingham Separate Capital	150,000	50,000	250,000	40,000	Nil	—	—	—	108,000	3	3	
Walsingham Separate Capital	50,000	—	50,000	57,000	3	—	—	—	—	—	—	
Plymouth, Devonport, and South-Western Junction	853,000	254,000	1,107,000	350,000	3½	200,000	4½	4½	54,000	3	3	
Salisbury Railway and Market House	17,000	4,000	21,000	13,400	4½	1,000	6	6	—	—	—	
Sharnbrook	40,000	20,000	50,000	20,000	3½	—	—	—	—	—	—	
Watlington and City	690,000	171,000	861,000	540,000	3½	—	—	—	—	—	—	
See also "Eastern and Charnock Road," "West London Extension," and "Weymouth and Portland"				(322,000)* 3,192,400 3,192,400 3,254,570	3½ 5½ 5½ 5½	330,577 9,073,315	3½ 5	3½ 5	1,665,800	5	5	
London, Brighton, and South Coast	28,727,000	7,637,024	36,364,024	—	—	317,500	—	—	126,701	5	5	
Leased to or worked by the London, Brighton, and South Coast	Brighton and Dyke	75,000	34,000	108,000	Nil	—	—	—	—	—	—	
See also "Victoria Station and Finsbury" and "West London Extension"	Hayling Railway	60,000	21,000	81,000	44,120	3½	15,000	5	5	—	—	
London, Chatham, and Dover	Worked by the "South Eastern and Chatham Railway Companies Managing Committee."											
London Corporation (Foreign Cattle Market, Deptford, Railway)	—	35,000	35,000	—	—	—	—	—	—	—	—	
London, Tilbury, and Southend	3,967,480	1,338,000	5,305,480	1,863,350	5½	1,696,500	4	4	—	—	—	
				—	—	400	4	4	—	—	—	
Long Melton and Easington Light	90,000	30,000	120,000	—	—	—	—	—	—	—	—	
Leath and East Coast	Leased to the "Great Northern."											
Lyndhurst Light	50,000	5,000	22,000	—	—	—	—	—	—	—	—	
Lynton and Burnstow	45,000	22,300	136,300	84,000	Nil	—	—	—	—	—	—	
Macclesfield Committee	The line is the joint property of the "Great Central" and "North Staffordshire" Railway Companies.											
Malden and Epsom Junction Light	90,000	32,000	128,000	—	—	—	—	—	—	—	—	
Manchester & Liverpool Electric Express	2,100,000	700,000	2,800,000	—	—	—	—	—	—	—	—	
Manchester and Milford	870,300	594,300	1,464,600	325,000	Nil	100,000	5	5½	—	—	—	

31st December, 1905.—ENGLAND AND WALES—continued.

conversion, consolidation, or division of their stocks are given in italics below the totals, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
34,071,889	5,599 28,577	4 4	14,115,972	3	14,348,929	26,421,308	43,739,719	1,976,886	420,158	* Unconverted Stock. (Preferred) Converted Ordinary Stock. (Deferred) Converted Ordinary Stock. Capitalised value of Land Rent charges.
6,054,794	—	—	2,692,800	3	5,552,000	2,597,210	8,186,700	—	—	
80,000	—	—	14,000	4	14,000	84,000	80,000	—	—	(Railway authorised under the Light Railways Act, 1905)
60,000	5,000	3	—	—	5,000	63,000	62,000	—	—	
—	—	—	—	—	—	—	—	—	—	
152,000	—	—	50,000	4	50,000	200,000	200,000	—	—	(Preferred Stock. Deferred Stock.)
187,000	—	—	62,000	3½	62,000	249,000	248,000	—	—	
180,000	—	—	20,000	3½	20,000	200,000	200,000	—	—	
87,500	—	—	—	—	—	87,500	87,500	—	—	
714,500	—	—	225,000	4	220,000	934,500	934,500	—	—	
14,400	200 2,000	3½ 3½	—	—	2,000	16,000	15,000	—	—	
59,250	—	—	22,000	5	22,000	61,250	61,250	—	—	
240,000	—	—	60,000	3	60,000	300,000	300,000	—	—	
—	—	—	—	—	—	—	—	—	—	
21,330,330	12,007 ½	5	1,300,239 5,933,470	4 4½	6,021,716	27,991,111	27,547,431	—	—	* Unutilised Stock. 5½ per cent. interest on the rate of 10 per cent. per annum was paid on the respective amounts of the first and second instalments of these. (Preferred Stock. Deferred Stock. Capitalised value of Land Rent charges.) (Sunked reduction of Capital.)
801,620	—	—	—	—	—	801,620	801,620	—	—	
64,825	—	—	24,900 400	4 5	24,400	66,245	62,545	—	—	(Ordinary Shares. Deferred 1st Shares. Deferred 2nd Shares.)
63,120	—	—	21,900	4½	21,900	85,020	82,000	—	—	
—	—	—	—	—	—	—	—	—	—	
—	35,000	—	—	—	35,000	53,000	55,000	—	—	(Voting rights, viz., 4 per cent. above the ordinary.)
3,830,380	—	—	1,000,920	4	1,000,920	4,237,290	4,633,520	674,490	—	
450	—	—	15,000	4	15,000	15,450	15,450	—	—	
—	—	—	—	—	—	—	—	—	—	(Railway authorised under the Light Railways Act, 1905. No capital had been raised at 31st December, 1905, and railway not constructed at that date.)
—	—	—	—	—	—	—	—	—	—	(Railway authorised under the Light Railways Act, 1905. No capital had been raised at 31st December, 1905, and railway not constructed at that date.)
84,968	97,300 15,000	4 4½	—	—	43,300	125,168	128,183	—	—	
the Capital is included in the Returns of these Companies.										
—	—	—	—	—	—	—	—	—	—	(Railway authorised under the Light Railways Act, 1905. No capital had been raised at 31st December, 1905, and railway not constructed at that date.)
—	—	—	—	—	—	—	—	—	—	(No capital had been raised at 31st December, 1905, and railway not constructed at that date.)
213,250	200 174,750 38,688	4½ 5 5	—	—	213,250	797,002	797,002	—	—	* Capitalised Value of Land Rent charges



No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been variously increased by these amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND DEBTS.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preference of Loans.	Rate of Dividend paid.	Amount.	Guarantee of Loans of Dividend.	Rate of Dividend paid.	
£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.		
Manchester Ship Canal and Railway	3,951,493	9,512,800	13,464,293	3,667,948	Nil	851,488 (3,959,961)	3½ 5½	Nil	—	—	—	
Manchester South Junction and Altrincham.	—	216,000	216,000	—	—	—	—	—	—	—	—	
Maryport and Carlisle	777,800	110,000	887,800	775,800	4½	—	—	—	2,000	4½	6½	
Maryport Harbour Company	606,000	200,000	806,000	—	—	—	—	—	—	—	—	
Mawdry	21,000	8,400	29,400	21,000	Nil	—	—	—	—	—	—	
Mersey	1,330,000	1,998,300	3,328,300	1,412,300 (3,075,600)	Nil Nil	648,507 123,225	3 3	Nil Nil	—	—	—	
Methley Railway Joint Committee	The line is the joint property of the "Great Northern," "Lancashire and Yorkshire," and "North											
Metropolitan Railway Capital	32,504,108	3,136,439	35,640,547	5,722,692	2½	5,972,691*	3½	3½	—	—	—	
Surplus Lands Capital &c.	2,642,912	—	2,642,912	2,642,912	3½	—	—	—	—	—	—	
				2,642,912	3½	264,292	3½	3½	—	—	—	
Worked by the Metropolitan. Oxford and Aylesbury Tramroad.	300,000	25,000	325,000	2,785	Nil	—	—	—	—	—	—	
See also "Barnes and City."				3,225,090	Nil	1,300,000 1,676,900	5 5	Nil Nil	2,116,666 1,580,000	3 4	3 1½	
Metropolitan District	10,701,000	3,136,325	13,837,325	—	—	—	—	—	875,535	3	3	
Richmond Extension	350,000	—	350,000	—	—	—	—	—	550,000	4	4	
Metropolitan and Metropolitan District City Lines and Extensions.	Lines owned by the "Metropolitan" and "Metropolitan District" Railway Companies; the Capital											
Mid-Kent (Bromley to St. Mary Cray).	Worked by the "South Eastern and Chatham Railway Companies Managing Committee."											
Midland	350,000,000	41,807,648	391,807,648	38,643,321* 38,225,147*	3½ 3½	38,224,039	2½	2½	17,944,720	3½	3½	
				34,064,731	—	38,765,592	3½	3½	7,683,165	3½	3½	
Worked by the Midland. Tattenham and Forest Gate.	300,000	200,000	500,000	225,000	7½	225,000	4	4	125,000	3	3	
Yorkshire Dales	50,000	50,000	100,000	44,000	17	—	—	—	—	—	—	
See also the "Gloucestershire," "Midland and Great Northern Railway Joint Committee," "North and South Western Junction," and "Midland (Northern Committee)." &c.												

31st December, 1905.—ENGLAND AND WALES—continued.

conversion, consolidation, or division of their stocks are given in italics below the totals.  
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBTENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBTENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debtenture Stock.		Total raised by Loans and Debtenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
3,943,907	{ 5,000,000 1,320,000 1,000,000 5,0000 }	{ 3½ 3½ 4 4 }	102,135	3½	7,554,126	10,503,043	13,463,433	—	—	(*) Subject to the provisions of section 124 of the Companies Act, 1900, as follows:—(a) All profits of the Company after payment of the dividends on preference shares, and (b) all profits of the Company shall be divided as follows:—One-third to the holders of the preference shares issued under the Acts of 1862 and 1877, and one-third to the ordinary shareholders. One-third of the profits of the preference shares issued under the Acts of 1862 and 1877 shall in any year amount to two hundred thousand pounds, all the remaining profits of that year shall be payable to the ordinary shareholders.
—	—	—	224,000	4	216,640	216,640	220,000	—	—	(*) Capitalised value of Land Bank-charges.
777,800	1,300†	5	107,625	4	108,835	886,635	886,000	—	—	(*) Minimum Rate. († Capitalised value of Land Bank-charges.
—	—	—	—	—	—	—	—	—	—	(*) No capital had been raised at 31st December, 1905, and railway was constructed at that date.
21,600	4,743	5	—	—	4,743	25,345	25,248	—	—	
2,041,370	—	—	{ 742,334 742,383 }	{ 3 4 }	1,484,717	3,530,307	2,562,984	—	—	
635,157	—	—	—	—	—	216,707	212,125	—	—	
Eastern* Railway Companies: the Capital is included in the Returns of those Companies.										
31,704,108	{ 50,000 33,541 }	{ 4 5 }	3,370,000	3½	4,060,328	15,704,328	14,074,150	647,350	—	(*) Including 220,000 on which dividend did not accrue until 1st April, 1906. († Redeemable Debtenture Stock, repayable 1st July, 1906. (*) Capitalised value of Land Bank-charges. (*) Including 246,000 on which interest did not accrue until 1st July, 1906. (*) Under the provisions of the Metropolitan Railway Act, 1863 and 1877, the surplus cash property of the Company was accumulated from the Railway Capital. (*) Normal addition to the value of the "Metropolitan" Company's capital.
2,840,915	—	—	—	—	—	2,840,915	2,646,515	—	—	
2,525,115	—	—	470,451	3½	470,451	4,665,790	4,063,730	—	—	
2,753	—	—	—	—	—	2,753	2,753	—	—	
5,071,606	—	—	{ 1,224,200 1,311,083 }	{ 4 5 }	2,535,283	12,407,491	11,217,772	—	600,000	
476,835	—	—	60,000	4	60,000	626,835	626,555	—	—	(*) This was contributed to a company undertaking under Act of 1875, a dividend at the rate of 4 per cent. per annum being guaranteed by the "Metropolitan" Railway Company under the Metropolitan Railway Act of 1875.
530,000	—	—	—	—	—	530,000	460,600	—	—	
In included in the Returns of those Companies.										
150,437,827	—	—	40,613,346	3½	10,613,346	161,051,073	133,663,688	12,043,640	396,736	(*) Preferred Convertible Ordinary Stock. († Redeemable Convertible Ordinary Stock.
62,023,708	—	—	12,768,437	5½	13,768,437	72,792,210	72,792,210	—	—	
600,000	—	—	280,000	4	180,000	780,000	770,000	—	—	
44,000	15,000	3½	—	—	15,000	59,000	39,000	—	—	

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been actually increased. These amounts are, in all cases, included.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND SHARE								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preference Rate of Dividend.	Rate of Dividend paid.	Amount.	Preference Rate of Dividend.	Rate of Dividend paid.	
Midland and Great Northern Railway Joint Committee.	1,300,000	—	1,300,000	—	—	—	—	—	1,300,000	8	8	
Midland and North-Eastern Committee (Birmingham to Nottingham).	The line is the joint property of the "Midland" and "North Eastern" Railway Companies; the											
Midland and South Western Junction .	802,072	1,204,783	2,106,855	384,267	Nil	337,604	5	Nil	165,334	8	8	
Mid Suffolk Light . . . . .	320,000	75,000	395,000	61,440	Nil	71,680	4½	Nil	—	—	—	
Midland Haven Dock and Railway .	140,000	60,000	200,000	74,230	Nil	—	—	—	—	—	—	
Mold and Denbigh Junction . . .	Worked by the "London and North Western."											
Mumbles Railway and Pier . . . .	106,000	35,320	141,320	66,352	5½	24,000	4	4	—	—	—	
Muswell Hill and Palace . . . . .	Worked by the "Great Northern."											
North and Brecon . . . . .	684,790	684,000	1,368,790	358,230	Nil	400,400	4	Nil	—	—	—	
North, Pontefract, and Bryn-Aman .	513,000	171,000	684,000	1,200	Nil	—	—	—	—	—	—	
Notport, Gainsborough, and St. Lawrence .	Worked by the "Lancashire and Yorkshire."											
North Valley Light . . . . .	See "Bradford Corporation"											
North and Suffolk Joint Railway Committee.	The Capital is provided jointly by the "Great Eastern Railway Company" and the "Midland and											
Northampton and Banbury Junction .	515,000	300,000	1,215,000	106,960	Nil	145,000	5	Nil	—	—	—	
North and South Shields Electric .	180,000	60,000	240,000	—	—	—	—	—	—	—	—	
North and South Western Junction .	103,000	33,600	136,600	129,000	7½	—	—	—	—	—	—	
North Cornwall . . . . .	Worked by the "London and North Western."											
North Eastern . . . . .	61,041,886	35,713,603	97,755,489	51,408,181	5½	34,721,207	4	4	6,223,000	4	4	
North London . . . . .	74,000	—	74,000	41,579	3	13,720	5	5	16,918	4½	4½	
North Norfolk . . . . .	250,000	85,333	335,333	264,240	2½	—	—	—	—	—	—	
North Northamptonshire . . . . .	3,000,000	1,000,000	4,000,000	—	—	—	—	—	—	—	—	
North Lindsey Light . . . . .	50,000	30,000	80,000	28,800	Nil	3,000	4	Nil	—	—	—	
North London . . . . .	3,252,000	1,860,766	5,112,766	2,684,430	4½	220,000	4½	4½	—	—	—	
North Staffordshire . . . . .	6,223,473	3,103,622	9,327,095	8,094,680	4½	3,043,333	3	3	1,170,000	5	5	
North Staffordshire . . . . .	20,000	10,000	30,000	15,299	Nil	—	—	—	—	—	—	
North Sunderland Light . . . . .	31,000	30,333	61,333	14,900	Nil	6,800	4	Nil	—	—	—	

31st December, 1905.—ENGLAND AND WALES—continued.

by conversion, consolidation, or division of their stocks are given in italics below the totals in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBTENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBTENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debtenture Stock.		Total raised by Loans and Debtenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
1,200,000	—	—	—	—	—	1,200,000	1,200,000	—	—	
Capital is included in the Returns of these Companies.										
797,965	9,000*	5	191,117	Nil	1,094,783	1,095,848	1,091,545	—	—	*Capitalised value of Receipts.
47,551	—	—	475,789	4	187,471	228,269	228,269	—	—	At December 31st, 1905, the line was still under construction and had not been formally opened, but is being worked for goods traffic.
155,136	23,169	4	95,614	5	61,989	196,405	151,513	—	—	
74,730	—	—	25,000	5	45,481	119,711	115,717	—	—	
71,383	—	—	—	—	—	71,383	71,383	—	—	Underwriting worked by the Tynemouth, Newcastle and Gateshead Railway Company.
690,692	—	—	681,021	4	691,692	1,337,693	1,337,693	—	—	Wholesale subscription of capital.
687,455	—	—	72,750*	—	72,755	331,511*	331,511*	—	—	Line not open for public traffic on 31st December, 1905.
1,389	—	—	—	—	—	1,389	1,389	—	—	
Great Northern Railway Joint Committee.*										
224,730	4,070*	5	115,930	5	290,068	519,738	520,765	—	—	*Capitalised value of Land Receipts.
—	—	—	—	—	—	—	—	—	—	No capital had been raised at 31st December, 1905, and Railway not constructed at that date.
328,000	—	—	—	—	—	328,000	328,000	—	—	Under the Companies' Charities Consolidation Act, 1905, the Company created shares equal in face to issue capital. The line is leased, jointly to the "London and North Western," "Midland," and "North London" Companies.
54,682,441	300	5	33,348,000	5	38,303,330	74,663,771	77,504,772	—	190,500*	*Debtenture raised to strengthen Dock Company, 1905, to Rail South Frigate Company, and 1906, to Rail and Southern Road from Shipping Company.
2,415,299	2,620	5	5,899,540	5	5,608,040	7,018,323	7,018,323	—	—	*Debtenture powers exercised by the "North-Eastern" Company, and amount included in the return of that Company.
72,531	—	—	—	—	—	72,518	72,518	—	—	
214,240	—	—	72,000	4½	72,000	310,240	376,120	—	—	No capital had been raised at 31st December, 1905, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1904. Line not open for public traffic on 31st December, 1905.
31,568	—	—	15,150	4	15,150	47,918	—	—	—	*Minimum rate, 4½, maximum 5.
2,984,400	—	—	1,000	4	970,885	3,955,285	3,955,285	—	—	
1,705,983	—	—	964,366	4½	—	—	—	—	—	
1,705,983	—	—	2,745,000	5	2,745,000	10,453,973	10,453,973	209,829	2,280	
1,022,472	—	—	508,029	5	800,569	2,831,562	1,861,451	—	—	
15,230	9,845	5½	—	—	9,845	28,084	35,049	—	—	Railway authorised under the Light Railways Act, 1904. A capital sum of 15,000 has been granted by the Treasury who have also lent the Company £1000 upon which interest is paid at the rate of 5 per cent. per annum. These amounts are not included in the return. Capitalised value of Land Receipts.
94,820	5,300*	5	—	—	5,300	31,120	31,120	—	—	The Company was incorporated in June, 1905. In 1905 the Company obtained an Order under the Light Railways Act, 1904, authorising the line to be worked as a Light Railway. The Order also authorised an extension and the raising of additional capital.

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been normally increased. These amounts are, in all cases, included.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferred.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Per cent.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
North Wales and Liverpool Committee	Underwriting voted in the "Great Central" as from 1st January, 1905, under Act 4, Edw. VII.,											
North Wales Narrow Gauge; Most Tynan Undertaking	106,000	84,000	190,000	65,978	Nd	17,380	5	Nd	—	—	—	
Reddlesport Extension	13,800	4,800	18,600	—	—	—	—	—	—	—	—	
North West London	1,800,000	500,000	2,300,000	—	—	—	—	—	—	—	—	
Nottingham and Grimsby Railway and Canal.	Leased to the "Great Northern."											
Nottingham and Bedford	1,300,000	395,966	1,695,966	50,300	Nd	—	—	—	—	—	—	
Nottingham Joint Station Committee	1,250,000	—	1,250,000	—	—	—	—	—	1,170,000	3	5	
Nottingham Suburban	Worked by the "Great Northern."											
Otford, Ashton under Lyne, and Guide Bridge Junction.	340,000	*	340,000	300,000	*	—	—	—	40,000	4½	4½	
Ongleton, Gullham and Talsfeld Light	95,000	25,000	120,000	—	—	—	—	—	—	—	—	
Oxford and Aylesbury Transport	Worked by the "Metropolitan."											
Pakeston, Redbourn and Marston Light	75,000	25,000	100,000	—	—	—	—	—	—	—	—	
Pearth Extension	Leased to the "Taff Vale."											
Pearth Harbour, Dock, and Railway	Leased to the "Taff Vale."											
Plymouth and Dartmoor	301,000	50,300	351,300	35,000	Nd	73,000 85,000 85,000	5 5 5	5 5 5	—	—	—	
Plymouth and North Devon District	250,000	53,323	303,323	18,282	Nd	—	—	—	—	—	—	
Plymouth, Devonport, and South Western Junction.	Worked by the "London and South Western."											
Pretoria, Redbourn, and South Western	294,000	98,800	392,800	50,000	Nd	—	—	—	—	—	—	
Port Talbot Railway and Dock	1,220,000	160,528	1,380,528	623,530	4	200,000	4	4	—	—	—	
Princes Risborough	Worked by the "Great Western."											
Ravensingham and Ebbw Vale	36,000	12,000	48,000	24,000	Nd	—	—	—	—	—	—	
Redbourn and Chesham	48,500	7,500	56,000	48,500	Nd	—	—	—	—	—	—	
Rhondda and Swansea Bay	674,000	324,000	1,000,000	422,379	2½	583,300	5	5	—	—	—	
Rhymney	2,084,000	603,300	2,687,300	306,201 390,489 290,489 20,302 260,599	7 4 5 7 7	582,000	4	4	—	—	—	
Robertsholme and Perenny Light	60,000	50,000	110,000	—	—	—	—	—	—	—	—	
Ross and Monmouth	Worked by the "Great Western."											
Rotherham, Maltby and Loughborough	228,000	73,323	301,323	—	—	—	—	—	—	—	—	
Rossmore and Kilton Fall Mines	20,000	12,000	32,000	24,330	2	—	—	—	—	—	—	
St. Asaph and Pwllheli Railway, Harbour and Dock	Private property. (No stated capital.)											
Salford Railway and Market House	Worked by the "London and South Western."											

31st December 1905.—ENGLAND AND WALES—continued.

by conversion, re-valuation, or division of their stocks are given in smaller below the totals, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID UP CAPITAL INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
cap. 95.										
83,305	—	—	30,477	4	43,040	130,430	126,425	—	—	Extension authorised under the Light Railways Act, 1904. No capital had been raised on 31st December 1904, and railway not constructed at that date.
—	—	—	3,063	5	4,140	4,140	4,140	—	—	
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	
10,100	—	—	—	—	—	10,100	10,100	—	—	Line not open for public traffic on 31st December 1905.
1,170,200	—	—	—	—	—	1,170,200	1,170,200	—	—	The station is worked by the "Great Central" and "Great Northern" Companies.
840,000	—	—	40,000	4	40,000	394,800	385,200	—	—	* This line is worked jointly by the "Great Central" and "London and North-Western" Railway Companies, and the ordinary capital is subscribed by them. The borrowing powers are exercised by these Companies jointly. Not revenue after payment of dividend on Guaranteed Capital and interest on Debenture Stock is divided equally between the above Companies.
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1904. No capital had been raised on 31st December 1905, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1904. No capital had been raised on 31st December 1905, and railway not constructed at that date.
201,000	4,000	3	50,070	4	54,070	225,070	223,070	—	—	
18,383	—	—	—	—	—	18,383	17,024	—	—	Line not constructed. Capital on 31.12.05 zero.
50,000	—	—	—	—	—	50,000	12,500	—	—	The line is being constructed under an arrangement by the North Wales Power and Traction Company, Ltd., and Company taking the shares and debentures in payment.
1,223,830	—	—	380,380	4	384,380	1,610,410	1,610,410	—	—	
24,000	2,000	0	—	—	3,000	32,000	32,000	—	—	
40,000	—	—	7,500	5	7,500	55,000	55,000	—	—	
938,000	25,000*	5	272,000	4	307,000	1,328,029	1,313,539	—	—	* Capitalised value of Land Reclamations.
2,083,040	—	—	421,039	4	421,039	2,505,268	2,491,790	—	—	* Preferred Ordinary Stock. (Partly Preferred; partly Debentured.)
657,907	—	—	—	—	—	657,907	544,485	—	—	Railway authorised under the Light Railways Act, 1904. No capital had been raised on 31st December 1905, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	—	No capital had been raised on 31st December 1905, and railway not constructed at that date.
26,250	—	—	10,000	4	10,000	46,250	40,000	—	—	

## No. 1.—AMOUNT of CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been successively increased. These amounts are, in all cases, included.

NAME OF COMPANY.	AUTHORISED CAPITAL			PAID-UP STOCK AND SHARE								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Scamander-fleet Railway and Harbour	Private property. (No stated capital).											
Sunderburch, Biddlington, and West Riding Junction	Worked by the "North-Eastern."											
Sunderburch and Selton Junction	335,000	100,000	435,000	—	—	—	—	—	—	—	—	
Stagfield District	Worked by the "Leamington, Derbyshire, and East Coast."											
Stagley Light	Power transferred to the "South Eastern and Chatham Railway Companies Managing Committee."											
Stamford and Hereford "Great Western" and "London and North-Western" Companies in respect of the "Stamford and Hereford"	675,000	—	675,000	—	—	—	—	—	30,000 65,000	4½ 5	4½ 6	
Stamford	—	—	—	—	—	—	—	—	—	—	—	
Stamford Tides Railway and Great-South	Worked by the "London and North-Western."											
Stamford	Worked by the "London and North-Western."											
Stamford District	20,000	5,000	25,000	20,000	Nil	—	—	—	—	—	—	
Stamford and Dorset	1,807,000	1,209,313	3,016,313	638,994 200,000*	Nil 31	35,000 175,990	4½ 3	Nil Nil	—	—	—	
Stamford and Winchester Great Western Junction.	Undertaking abandoned under Act 5, Edw. VII., cap. 5.											
Stamford	Worked by the "South Eastern and Chatham Railway Companies Managing Committee."											
South Eastern and Chatham Railway Companies Managing Committee	Lines owned by the "London, Chatham and Dover" and "South Eastern" Railway Companies:											
Crookham, Staley and South	285,000	131,000	416,000	325,000	3	—	—	—	—	—	—	
London and Greenwich	1,064,350	332,333	1,396,683	961,546	2½	593,750	5	5	—	—	—	
London, Chatham and Dover	10,303,137	10,309,138	20,612,275	11,259,203	Nil	6,727,365 600,522	4½ 4½	31 Nil	280,000 135,531	3½ 4½	3½ 4½	
Mid-Kent (Bromley to St. Mary Cray)	70,000	23,000	93,000	61,500	4	—	—	—	—	—	—	
South Eastern	34,120,555	8,675,948*	42,796,503	22,258,110 3,889,169 3,889,150 48 10	2½ 5 Nil Nil 4	3,400,000 722,000 6,014,700 2,172,000 2,440,000	3 3½ 4 4½ 5	3 3½ 4 4½ 5	594,300 190,000	4½ 5½	4½ 5½	
See also "Victoria Station and Finsbury."												

31st December, 1905.—ENGLAND AND WALES—continued.

by conversion, consolidation, or division of their stocks, are given in italics below the totals, as the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBTENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBTENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debtenture Stock.		Total raised by Loans and Debtenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
—	—	—	—	—	—	—	—	—	—	(No Capital had been raised at 31st December, 1905, and railway not constructed at that date.)
as from 3rd October, 1905, under Act 5, Edw. VII., cap. 95.						75,000	75,000	—	—	
675,000	—	—	—	—	—	675,000	675,000	—	—	
—	—	—	—	—	—	—	—	—	—	(No accounts are available, these being without Dividends for Officers appointed by this Company, which was not in working in 1905.)
50,000	4,719	4½	—	—	4,719	26,719	22,145	—	—	(Both Extension Stock. In addition to the first dividend of 5½ per cent. the holders of the stock were paid 5½ per cent. for the year ended 31st October, 1905.)
1,223,520	—	—	200,000 220,000 160,000 643,378	1 2½ 4 5	1,223,520	2,450,500	2,450,500	—	12,000	(These stocks are entitled to a maximum rate of interest of 5 per cent. per annum, provided the net receipts of the company are sufficient to pay such rate. The company pays an annual rate of 3½, by way of bonus, in respect of stock purchased. (No subscription to other Companies.)
The Capital is included in the Returns of these Companies.										
385,000	—	—	87,000	3	87,000	472,000	472,000	—	—	
1,064,520	29,000	4	34,500 121,200	3½ 4	224,500	1,309,120	1,320,120	—	—	
19,993,010	50,000 58,576 37,000 31,070 58,500	3½ 3½ 3½ 3½ 4	1,137,400 200,000 1,321,102 6,492,344	3 3½ 4 4½	2,567,242	28,625,292	28,607,292	105,038	—	
41,520	3,000 15,500	3½ 4½	—	—	25,000	84,520	84,520	—	—	
23,826,964	—	—	1,240,000 175,000 680,700 1,656,085 1,500 4,362,440	3 3½ 3½ 4½ 4½ 5	5,194,041	32,815,005	32,814,005	438,300	472,000	(Subject to a reduction of 100,000 on account of discounts granted to the Company. (Preferred Stock. (Debenture Stock. (Stock in arrears of call.)



## No. 1.—AMOUNT of CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been actually increased by these amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Per cent.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
Southeast and Chichester Light	300,000	300,000	600,000	—	—	—	—	—	—	—	—	
South Norfolk Light	100,000	33,000	133,000	—	—	—	—	—	—	—	—	
Southport and Cheshire Lines Extension	Worked by the "Cheshire Lines Committee."											
Southport and Lymington Terminal	280,000	68,350	348,350	38,882	3*	—	—	—	—	—	—	
South Wales Mineral	167,210	62,000*	229,210*	38,630	NH	105,200	6	NH	—	—	—	
South Western and Isle of Wight Junction	310,000	270,000	1,080,000	15,000	NH	—	—	—	—	—	—	
Southdown	134,000	64,333	198,333	38,900	NH	9,000	5	NH	—	—	—	
South Yorkshire Joint Line Committee	This line is the joint property of the "Great Central," "Great Northern," "Lancashire and Yorkshire," and "Yorkshire and North Yorkshire" Companies.											
South Yorkshire Junction	Worked by the "York and Doncaster."											
Stratford and Epsom	Worked by the "Great Northern."											
Stretchley	60,000	20,000	80,000	33,000	NH	36,907*	5	5	—	—	—	
Stratford-upon-Avon, Taverham, and Midland Junction.	See under "East and West Junctions."											
Sutton Bridge Dock	270,000	41,500	311,500	114,500	NH	17,500	6	NH	—	—	—	
Swansea and Mumbles	120,000	60,000	180,000	40,000	4½	75,000	4½	4½	—	—	—	
Taff Vale*	3,186,777	1,831,229	5,018,006	5,100,000	25	2,700,700	4	4	—	—	—	
				5,724,000	35	422,344	4	4	—	—	—	
Tenby Extension	15,000	5,000	20,000	10,000	*	—	—	—	—	—	—	
Tenby Harbour, Dock, and Railway.	772,000	227,000	1,000,000	772,000	0½	—	—	—	—	—	—	
Talyfyn	15,000	5,000	20,000	15,000	NH	—	—	—	—	—	—	
Trent Valley Light	Worked by the "Gashiers."											
Trevelyan	Worked by the "Great Western."											
Tisbury "Great Western" and "London and North Western" Companies in respect of the Tisbury	30,000	—	30,000	—	—	—	—	—	30,000	4½	4½	
Totton	300,000	100,000	400,000	400	NH	—	—	—	—	—	—	
Titchfield Light	51,000	27,000	78,000	—	—	—	—	—	—	—	—	
Tottenham and Forest Gate	Worked by the "Midland."											
Trafford Park	100,000	20,000	120,000	30,280	NH	—	—	—	—	—	—	
Underground Electric Railways Company of London, Limited	5,000,000	3,500,000	8,500,000	3,500,000	NH	—	—	—	—	—	—	

31st December, 1905.—ENGLAND AND WALES—continued.

conversion, consolidation, or division of their stocks are given in italics below the totals in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total Paid-up Stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£	£	
—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1900. No capital had been raised at 31st December, 1905, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1900. No capital had been raised at 31st December, 1905, and railway not constructed at that date.
30,883	—	—	—	—	—	30,883	24,000	—	—	* Interest at the rate stated was paid out of capital, the railway had not been constructed at 31st December, 1905. Accounts to the 31st September, 1905.
100,880	46,700	5	—	—	46,700	200,880	200,500	—	—	* The Company's shareholders to vote on account of debenture stock sufficient to produce 12,000.
	1,300	6	—	—	—	—	—	—	—	* Capitalized value of Land Bank charges.
	1,000†	6	—	—	—	—	—	—	—	Lines not open for public traffic on 31st December, 1905.
15,000	—	—	—	—	—	15,000	15,000	—	—	* Capitalized value of Stock charges.
48,010	7,790*	4	11,300	4½	19,090	70,036	70,036	—	—	
	1,638*	5	14,300	5½	15,938	—	—	—	—	
Yorkshire, * Midland, and † North Eastern Railway Companies; the Capital is										
69,000	4,000	4	—	—	4,000	84,000	84,000	—	—	* Dividend guaranteed by Messrs. James Fox and Co., Limited.
	11,000	5	—	—	—	—	—	—	—	
100,040	25,000	4½	—	—	25,000	100,740	100,740	—	—	The Company has granted Stock charges to the amount of 100,000 per centum. The bonds are authorized to pay these charges.
	2,700	6	—	—	—	—	—	—	—	Underwriting worked by the London, Liverpool and Manchester Company.
115,500	—	—	30,000	4	30,000	145,500	145,500	—	—	
7,890,202	—	—	1,200,000	3	1,200,000	9,090,202	9,090,202	—	—	* In addition to paying interest on capital, the Company paid 11,000 for Repatriation, &c.
2,545,244	—	—	207,000	2	207,000	2,752,244	2,752,244	—	—	
15,000	—	—	5,000	4	5,000	20,000	20,000	—	—	* The total amount paid on dividend on the ordinary capital of the Company was 100.
772,000	—	—	77,510	3½	849,510	1,000,000	1,000,000	—	—	
	—	—	170,400	4	—	—	—	—	—	Accounts to the 30th September, 1905.
15,000	—	—	—	—	—	15,000	15,000	—	—	
30,000	—	—	—	—	—	30,000	30,000	—	—	
400	—	—	—	—	—	400	400	—	—	Lines not open for public traffic on 31st December, 1905.
—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1900. No capital had been raised at 31st December, 1905, and railway not constructed at that date.
33,380	—	—	—	—	—	33,380	33,380	—	—	
2,000,000	700,000	4½	—	—	7,700,000	10,000,000	10,000,000	—	8,255,000	
	7,000,000	5	—	—	—	—	—	—	—	

No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been nominally increased. These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferred.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preference Rate of Dividend paid.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend paid.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Fish of Gloucestershire . . . .	Worked by the "Great Western."											
Fish of Bristol Light . . . .	50,000	10,000	60,000	50,000	1½	—	—	—	—	—	—	
Fish . . . .	Worked by the "Great Western."											
Victoria Station and Pictoria . . . .	412,500	127,500	540,000	225,000	9	180,000	4½	4½	—	—	—	
Waterloo and City . . . .	Worked by the "London and South Western."											
Watford and Edgware . . . .	300,000	300,000	600,000	—	—	—	—	—	—	—	—	
Watlington and Llanfair Light . . . .	Worked by the "Cambrian."											
West Cornwall . . . .	See under "Great Western."											
West Lancashire . . . .	Underwriting incorporated in the "Lancashire and Yorkshire Railway Company." See Capital &c. under											
West London . . . .	180,000	—	180,000	—	—	—	—	—	100,000 60,000 10,000	9 10 6	3 3½ 4	
West London Extension . . . .	655,000	180,000	835,000	585,000	NIL.	—	—	—	—	—	—	
West Manchester Light . . . .	Power transferred to the "Trafford Park Company" on from 19th August, 1904, under Act 4, Edw.											
Western, Cleveland and Farnhead Light Railways . . . .	101,000	40,500	141,500	28,500	NIL.	20,000 3,150	4 4½	NIL. NIL.	—	—	—	
West Riding Corporation (West Riding and Grimsby Railway, West Somerset . . . .	Line owned by the "Great Central" and "Great Northern" Railway Companies; the Capital is											
West Somerset Mineral . . . .	Loaned to the "Great Western."											
West Somerset Mineral . . . .	75,000	30,000	105,000	42,500	NIL.	22,500	6	6	—	—	—	
Weymouth and Portland . . . .	75,000	24,000	99,000	75,000	4½	—	—	—	—	—	—	
Whitchapel and Bow . . . .	1,000,000	300,000	1,300,000	1,300,000	NIL.	—	—	—	—	—	—	
Willesden Junction . . . .	Worked by the "Great Central."											
Winn . . . .	324,000	228,000	552,000	200,800	1	283,000 9,000	4 4½	4 4½	—	—	—	
Witley, Basing, and Andoverford Light . . . .	100,000	50,000	150,000	—	—	—	—	—	—	—	—	
Wolverhampton and Cannock Chase . . . .	270,000	90,000	360,000	168	NIL.	—	—	—	—	—	—	
Woolwich and South Croydon Joint Corporation . . . .	Line owned by the "London, Brighton, and South Coast" and "South Eastern" Railway Companies;											
Woodbridge and Bawley Light . . . .	80,000	30,000	110,000	—	—	—	—	—	—	—	—	
Wokingham Railway and Dock . . . .	440,000	150,000	590,000	—	—	—	—	—	—	—	—	
Worcester and Evesham . . . .	Worked by the "Cambrian."											
Worcester, Mole, and Cornwall's Quay . . . .	Underwriting vested in the "Great Central" on from 1st January, 1905, under Act 4, Edw. VII., cap. 80.											
Wye Valley . . . .	Amalgamated with the "Great Western" on from 1st July, 1905, under Act 5, Edw. VII., cap. 199.											
Wylfafe Dale . . . .	Worked by the "Midland."											
TOTAL ENGLAND AND WALES . . . .	507,700,000	364,045,467	1,181,745,467	580,752,433	—	378,144,711 37,645,250	—	—	95,304,122 14,597,482	—	—	

31st December, 1905.—ENGLAND AND WALES—continued.

by extension, consolidation, or division of their stocks are given in italics below the totals. In the figures given in Roman type.

CAPITAL	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£	£	
51,000	10,000	4	—	—	10,000	67,000	67,000	—	—	
333,000	—	—	130,322	4½	130,322	467,322	467,322	—	—	Line worked by the "Great Western," "London & South Western," and "London Brighton and South Coast" Railway Companies, and the "South Eastern and Chatham Railway Company (Working Committee)."
—	—	—	—	—	—	—	—	—	—	Capital had been repaid at 31st December, 1904, and railway not commenced at that date.
"Lancashire and Yorkshire."										
160,300	—	—	—	—	—	160,300	160,300	—	—	
553,000	75,000	4	—	—	75,000	547,000	547,000	—	—	Amount authorized to be subscribed by the working Committee—Great Western; London and South Western; London and North Western; and London, Brighton and South Coast.
VII. cap. 225.										
51,830	14,500	5	—	—	27,000	73,000	73,000	—	—	Capitalized Value of Landlord's Shares.
Included in the Returns of those Companies.										
75,000	7,700	5	31,300	5	29,000	104,000	104,000	—	10,000	Authorized to Transport Harbour Commissioners under the Western Harbour Act, 1890.
75,000	—	—	14,950	4	25,000	100,000	100,000	—	—	Line worked by the "Great Western" and "London and South Western" Companies.
1,000,000	10,000	5	329,000	4½	305,000	1,644,000	1,644,000	—	—	Capitalized value of Stock-changes.
584,000	10,000	5½	134,750	5	217,000	600,850	602,500	—	—	
—	64,700	4	2,000	4	—	—	—	—	—	
—	—	—	27,500	5	27,000	27,500	27,500	—	—	Railway authorized under the Light Railways Act, 1896. No capital had been raised at 31st December, 1905, and railway not commenced at that date.
—	—	—	—	—	—	—	—	—	—	
138	—	—	—	—	—	138	—	—	—	Line not open for public traffic on 31st December, 1905.
the Capital is included in the Returns of those Companies.										
—	—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1896. No capital had been raised at 31st December, 1905, and railway not commenced at that date.
—	—	—	—	—	—	—	—	—	—	No capital had been raised at 31st December, 1905, and railway not commenced at that date.
—	—	—	—	—	—	—	—	—	—	No capital had been raised at 31st December, 1905, and railway not commenced at that date.
—	—	—	—	—	—	—	1,083,750	—	—	Summed reduction of capital.
—	—	—	—	—	—	—	80,700	—	—	
—	—	—	—	—	—	—	370,150	—	—	
507,200,364	18,407,652	—	273,080,030	—	290,487,680	1,903,700,864	1,850,026,675	36,730,938	17,580,834	TOTAL ENGLAND AND WALES.
503,200,012	8,812	—	40,544,114	—	40,552,926	1,862,247,938	1,810,781,374	—	—	

## No. 1.—AMOUNT of CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been recently increased, by  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Arbroath and Forfar . . . . .	Lent to the "Coldeston."											
Ayr and Maybole . . . . .	Lent to the "Glasgow and South-Western."											
Bankfoot Light . . . . .	15,000	5,666	20,666	10,210	NIL	—	—	—	—	—	—	
Brechin and Edzell District . . . . .	Worked by the "Coldeston."											
				5,538,484*	4	11,499,687	4	4	1,540,054*	4	4	
				12,000,000	5	1,620,000	5	5				
				12,000,000	1							
				5,008,000	NIL							
				270,000	NIL							
Coldeston . . . . .	44,328,817	11,842,800	56,171,617	17,900,000	NIL	1,470,000	4	4	2,100,000	4	4	
				1,734,582	NIL							
Arbroath and Forfar . . . . .	500,000	10,000	510,000	100,000	5	—	—	—	40,000	5	5	
Brechin and Edzell District . . . . .	42,300	14,166	56,466	37,400	NIL	—	—	—	—	—	—	
Collieston and Oban . . . . .	1,078,900	450,000	1,528,900	273,710	NIL	225,000	4	4	—	—	—	
Collieston District . . . . .	284,000	194,200	478,200	284,000	2½	300,000	4½	4½	—	—	—	
Dundee and Newtyle . . . . .	140,000	30,000	170,000	111,000	1½	—	—	—	—	—	—	
Ellin . . . . .	27,000	9,000	36,000	20,700	NIL	4,000	4	4	—	—	—	
Leamington and Ayrshire . . . . .	706,000	300,000	1,006,000	525,000	2½	—	—	—	—	—	—	
Leamington and Darnborough . . . . .	1,437,000	600,000	2,037,000	1,437,000	4	—	—	—	—	—	—	
Salway Junction . . . . .	148,072	—	148,072	148,072	3	—	—	—	—	—	—	
Galloway and Oban . . . . .	Worked by the "Coldeston."											
Combeville and Muckburgh Light . . . . .	28,000	2,000	30,000	2,000	NIL	—	—	—	—	—	—	
Collieston District . . . . .	Worked by the "Coldeston."											
County and Dingwall Light . . . . .	21,000	2,000	23,000	—	—	—	—	—	—	—	—	
		20,000*										
Dumfries Light . . . . .	33,000	7,000	40,000	18,100	NIL	—	—	—	—	—	—	
Dundee and Newtyle . . . . .	Lent to the "Coldeston."											
Edinburgh and Bathgate . . . . .	Lent to the "North British."											

## 31st December, 1905.—SCOTLAND.

conversion, consolidation, or division of their stocks, are given in italics below the totals, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Concerns.	To other Railway Companies.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
10,210	—	—	—	—	10,210	2,205	—	—	Accounts to 31st January, 1906. Railway authorized under the Light Railway Act, 1901. The first was not open for public traffic on 31st December, 1905.	
88,828,717	—	—	10,834,221	4	89,834,221	66,078,468	700,000	2,168,350	Accounts to 31st January, 1906. Unconverted stock. (Preferred Convertible Ordinary Stock. (Deferred Convertible Ordinary Stock. (Deferred Ordinary Stock No. 1. In this account are included two sums of £60,250 and £12,250. Half of the interest on the latter sum is refunded to the Glasgow Company by the North British Company, and half of the interest on the latter by the Glasgow and North Western Company.	
19,805,238	—	—	—	—	19,805,238	23,137,658	—	—	Accounts to 31st January, 1906. Railway authorized under the Light Railway Act, 1901. The first was not open for public traffic on 31st December, 1905.	
229,890	—	—	—	—	229,890	229,890	—	—	Accounts to 31st January, 1906. Railway authorized under the Light Railway Act, 1901. The first was not open for public traffic on 31st December, 1905.	
37,430	—	—	—	—	37,430	37,430	—	—	Accounts to 31st January, 1906. Railway authorized under the Light Railway Act, 1901. The first was not open for public traffic on 31st December, 1905.	
810,730	—	—	326,360	4	326,360	1,072,090	—	—	Accounts to 31st January, 1906. Railway authorized under the Light Railway Act, 1901. The first was not open for public traffic on 31st December, 1905.	
284,090	—	—	157,330	4	157,330	441,330	—	—	Accounts to 31st January, 1906. Railway authorized under the Light Railway Act, 1901. The first was not open for public traffic on 31st December, 1905.	
111,630	—	—	—	—	—	111,630	—	—	Accounts to 31st January, 1906. Railway authorized under the Light Railway Act, 1901. The first was not open for public traffic on 31st December, 1905.	
28,745	0.900	3½	—	—	6,000	30,745	—	—	Accounts to 31st January, 1906. Railway authorized under the Light Railway Act, 1901. The first was not open for public traffic on 31st December, 1905.	
535,330	—	—	225,000	4	225,000	760,330	—	—	Accounts to 31st January, 1906. Railway authorized under the Light Railway Act, 1901. The first was not open for public traffic on 31st December, 1905.	
1,437,000	—	—	312,333	4	312,333	1,749,333	—	—	Accounts to 31st January, 1906. Railway authorized under the Light Railway Act, 1901. The first was not open for public traffic on 31st December, 1905.	
148,872	—	—	—	—	—	148,872	—	—	The Glasgow Junction Railway is vested in the Glasgow Junction Railway Company, by Act 28 & 29 Vict. c. 105. The Act also creates all necessary vesting orders of the Company, and authorizes the issue of £40,000 Glasgow Junction Railway Conversion Conversion is per cent. convertible stock.	
2,608	—	—	—	—	—	2,608	—	—	Railway authorized under the Light Railway Act, 1901. The first was not open for public traffic on 31st December, 1905.	
—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railway Act, 1901. A capital sum of £100,000 was included in the original scheme, is crossed by the Treasury, who have also agreed to lend the Company a sum of £100,000, but of interest. No capital had been raised at 31st December, 1905, and railway not constructed at that date.	
—	—	—	—	—	—	—	—	—	*Amount authorized to be advanced to the Company by various Local Authorities.	
13,104	—	—	1,708	4	1,708	14,812	—	—	Railway authorized under the Light Railway Act, 1901. A sum of £10,000 was paid by the Treasury towards the cost of construction.	

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been recently increased by These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.			Preference.			Guaranteed.		
				Amount.	Rate of Dividend paid.		Amount.	Preference Rate of Dividend.	Rate of Dividend paid.	Amount.	Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.		£	Per cent.	Per cent.	£	Per cent.	Per cent.
Midland . . . . .	9,000	3,000	12,000	This line is not working, and no returns are available								
Forth and Clyde Junction . . . . .	Lent to the "North British."											
Forth Bridge . . . . .	Worked by the "North British."											
Gifford and Garraid . . . . .	Worked by the "North British."											
Glasgow and Renfrew District . . . . .	280,000	—	280,000	240,320	NIL		—	—	—	—	—	—
Glasgow and South-Western . . . . .	14,864,714	4,703,341	19,568,055	4,007,000* 5,007,000* 443,000	3½ 4 NIL		808,000 4,681,001	3 4	3	2,300,450	4	4
Worked by the Glasgow and South-Western.				5,007,000 443,000	— NIL		554,771	4	4	257,000	4	4
Ayr and Maybole . . . . .	34,200	—	34,200	34,200	7		—	—	—	—	—	—
Glasgow District Railway . . . . .	1,200,000	177,500	1,377,500	730,000	1½		494,700	4	4	—	—	—
Great North of Scotland . . . . .	6,585,000	1,902,000	8,487,000	1,803,654* 1,100,179 397,000	3 3 NIL		1,601,200	4	4	4,596,114	4	4
				1,165,470 397,000	4 NIL		222,700	4	4	251,000	4	4
Highland . . . . .	5,223,143	2,716,692	7,939,835	2,564,363	4½		450,120 515,000 515,000 445,000 80,000	3½ 4 4½ 5 6	3½	70,000	4	4
Worked by the Highland.												
Inverness and Fort Augustus . . . . .	220,000	66,000	286,000	220,000	NIL		—	—	—	—	—	—
Inverness and Fort Augustus . . . . .	Worked by the "Highland."											
KM&A . . . . .	Worked by the "Glasgow and South-Western."											
Kilbride and Bonnybridge . . . . .	130,000	45,000	180,000	131,860	2½		—	—	—	—	—	—
Leamthorpe and Appleton . . . . .	Worked by the "Glasgow and South-Western."											
Leamthorpe and Doncaster . . . . .	Worked by the "Glasgow and South-Western."											
London Light . . . . .	Worked by the "North British."											

31st December, 1905.—SCOTLAND—continued.

conversion, consolidation, or division of title stocks are given in full, below the totals, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per Cent.	£	Per Cent.	£	£	£	£		
240,320	—	—	—	—	—	240,320	240,320	—	—	The line is worked jointly by the Edinburgh and Glasgow and South Western Companies.
31,349,621	—	—	4,240,000	4	4,240,000	31,638,481	31,335,205	100,000	115,000	Accounts to 31st January, 1906. Preferred Ordinary Stock. Preferred Ordinary Stock. Deferred Stock. Subscription to the Glasgow and Edinburgh District Railway Company. This Railway on completion will be worked by the Caledonian and the Glasgow and South Western Railway Companies jointly.
7,762,621	—	—	—	—	—	7,762,621	7,762,621	—	—	
34,500	—	—	—	—	—	34,500	34,500	—	—	* Depositing powers transferred to Glasgow & South Western.
1,234,700	172,000	3½	—	—	172,000	1,406,700	1,407,480	—	—	Accounts to 31st January, 1906.
6,442,003	700 14,000 45,000 65,513	3 3½ 3½ 3½	1,439,000	4	1,547,200	7,989,203	7,600,510	—	—	Accounts to 31st January, 1906. A capital sum of £100,000 was paid by the Treasury in this Company towards the cost of constructing the Edinburgh and St. James South Rail way. Preferred Convertible Ordinary Stock. Preferred Convertible Ordinary Stock. Deferred Ordinary Stock, No. 2, entitled to participate pari passu with the Ordinary Stock in any dividend beyond 4 per cent.
3,640,360	—	—	50,000	4	50,000	3,690,360	3,690,360	—	—	
4,653,513	—	—	300,000 1,300,607 300,603	3½ 4 4½	2,170,640	6,824,153	6,601,023	—	—	Accounts to 31st January, 1906.
231,000	—	—	50,000	4	50,000	281,000	238,000	—	—	Accounts to 31st January, 1906.
120,660	—	—	43,300	4	43,300	175,260	175,260	—	—	Accounts to 31st January, 1906. The line is worked jointly by the Caledonian and South British Companies.



No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been recently increased  
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND SHARE.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.			Preferred.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.
	£	£	£	£	Per cent.	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.
North British	47,400,347	18,561,554	65,961,901	11,600,347 8,775,478	12 5	998 7,053,775	1 5	1 5	—	—	—	—
				11,580,395	4	11,580,395	4	4	—	—	—	—
				5,350,395	4½	5,350,395	4½	4½	—	—	—	—
				1,411,000	5	1,411,000	5	5	—	—	—	—
				563,379	6	563,379	6	6	—	—	—	—
				11,000,354	12	11,000,354	12	12	—	—	—	—
				8,207,564	4	8,207,564	4	4	—	—	—	—
Edinburgh and Bathgate	250,000	—	250,000	250,000	5	—	—	—	—	—	—	—
Forth and Clyde Junction	190,000	64,000	254,000	106,590	7	4,720 16,480	5 6	5 6	64,000	5	5	5
Forth Bridge	2,335,000	774,999	3,109,999	—	—	—	—	—	2,335,000	4	4	4
Gifford and Garwold	75,000	95,000	170,000	100,000	3½	—	—	—	—	—	—	—
Leander Light	48,000	12,000	60,000	47,070	14	—	—	—	—	—	—	—
West Highland	The Stock of the Company was exchanged for North British Railway Debenture Stock in the year											
Portpatrick and Wigtownshire Joint Committee.	451,880	188,000	639,880	—	—	—	—	—	—	451,880	3½	3½
Salway Junction	Undertaking transferred to the "Caledonian" Company by Act of 21st July, 1886. For Capital, see											
West Highland	Worked by the "North British."											
Wick and Lybster Light	47,500	23,233	70,733	42,815	1	—	—	—	—	—	—	—
TOTAL SCOTLAND	128,105,621	42,423,589	170,529,210	77,790,429	—	30,000,445	—	—	18,405,388	—	—	—
				35,475,244	—	6,694,209	—	—	2,721,690	—	—	—

31st December, 1905.—SCOTLAND—continued.

by conversion, consolidation, or division of their stocks are given in italics below the totals.  
In the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
47,506,547	13,368 12,434 372,000 92,903 305,146 20,000	3 2½ 3½ 3½ 3½ 3½	14,687,326	3	14,634,007	63,559,384	63,506,519	660,804	605,560	Accounts to 31st January, 1905.
15,733,729	—	—	3,353,453	3	3,353,453	19,512,274	12,341,938	—	—	
250,000	—	—	—	—	—	250,000	250,000	—	—	
191,330	—	—	61,995	4	61,995	292,985	252,985	—	—	Accounts to 31st January, 1906.
2,325,999	—	—	723,333	4	723,333	3,049,333	2,048,233	—	—	
100,000	—	—	—	—	—	100,000	100,000	—	—	The line is worked as a Light Railway under the Light Railways Act, 1905. * Under the Companies Clauses Consolidation Act, 1904, the company has created share capital in lieu of loan capital.
47,079	13,800	3½	—	—	13,800	60,879	60,879	—	—	
1902, under Act 2 Edward VII., cap. 140.										
490,980	7,317	¾	—	—	7,317	498,297	501,553	—	—	Accounts to 31st January, 1905.
under "Consolidation."										
42,315	—	—	—	—	—	42,315*	42,315	—	—	* Including a loan of 42,315 created by the Treasury free of interest.
143,348,072	1,246,484	—	36,102,170	—	37,348,654	293,684,794	179,136,706	863,584	2,601,840	
44,432,213	—	—	3,515,737	—	3,515,737	47,549,955	47,530,149	—	—	TOTAL SCOTLAND.

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been actually increased by these amounts are, in all cases, indicated.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND SHARE.							
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferred.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Preference Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.
Ballycastle . . . . .	90,000	45,000	135,000	53,434	1	—	—	—	—	—	—
Bantry Extension . . . . .	Worked by the "Cork, Brandon, and South Coast."										
Belfast and County Down (See also Downpatrick, Killbuck, and Andreas, p. 94.)	1,261,501	408,006	1,469,507	419,800	6	225,190 30,000 245,190	4 4½ 5	5 5½ 5	17,000	3	3
Castleblayney, Keady and Armagh . . . . .	360,000	150,000	450,000	290,323	NH	—	—	—	—	—	—
Central Ireland Railway . . . . .	See under "Great Southern and Western."										
City of Dublin Junction . . . . .	See under "Dublin, Wicklow, and Wexford."										
Glenkilby Extension . . . . .	Worked by the "Cork, Brandon, and South Coast."										
Cork and Maunabo Direct . . . . .	126,200	59,108	253,308	92,600	3	44,126	5	5	—	—	—
Cork, Brandon, and South Coast . . . . . (See also Ballinacorney and Nethercross, and Bantry Bay Extension, p. 96.)	644,638	215,867	802,505	290,000	2½	272,340 45,000	4 5½	4 5½	—	—	—
Worked by the Cork, Brandon, and South Coast.	Bantry Extension . . . . .	70,000	35,000	105,000	NH	—	—	—	40,000	5	5
Glenkilby Extension . . . . .	40,000	20,000	60,000	25,000	1	—	—	—	15,000	3	3
Sea Valley . . . . .	80,000	40,000	120,000	27,000	NH	—	—	—	10,000	5	5
Cork, Blackrock, and Passage . . . . .	228,340	200,239	431,679	23,700* 22,320† 22,320‡	NH NH NH	20,000 20,000 2,000	4 4 5	NH NH NH	—	—	—
Droghda . . . . . (See also Droghda and Killybegs, and Newcastle and Glenties, p. 95.)	483,478	218,014	639,105	126,883 33,500	2½ 2½	30,614 0,000	3 3	3 3	120,780 2,000	3 5	3 5

## 31st December, 1905.—IRELAND.

conversion, consolidation, or division of their stocks are given in italics below the totals.  
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBITURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBITURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debiture Stock.		Total raised by Loans and Debiture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£	£	
44,434	—	—	28,199	4	28,199	28,533	29,322	—	—	
608,183	3,785*	5	(130,000 289,684)	(3 4)	352,484	1,316,635	1,077,814	—	—	* Capitalised value of Land Stock changes.
210,223	—	—	—	—	—	216,623	127,351	—	—	(Does not open for public traffic on 31st December, 1905.)
126,286	—	—	75,430	4	75,430	211,526	217,530	—	—	
669,349	—	—	297,267	4	297,267	768,266	754,904	—	18,916*	In addition to the sums raised by the issue of stocks and shares, the Company has received a free grant of 15,000 from Government towards the construction of the Ennery Bay Extension Line.
—	—	—	8,537	4	8,537	2,957	8,537	—	—	* Including a subscription of 1,000 to the Ennery Bay Steamship Company.
70,000	—	—	35,000	5	35,000	102,693	105,000	—	—	
40,000	—	—	20,000	4	20,000	60,000	60,000	—	—	* Bonded Guaranteed Shares.
90,000	—	—	40,000	4	40,000	120,000	120,000	—	—	* Bonded Guaranteed Shares.
226,340	65,000	4	(132,080 200 2,960)	(4 4 4)	190,880	498,220	476,670	—	—	* Undivided Stock. (Preferred Stock.) (Deferred Stock.)
245,269	—	—	165,511 10,547	3 5	292,388	545,627	525,621	—	—	* Accounts for Net Surplus for 1905.
29,272	—	—	34,263	5	34,263	74,622	54,688	—	—	

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been nominally increased. These amounts are, in all cases, included.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND SHARE								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferred.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Dublin and Kingstown - - - -	Lent to the "Dublin, Wicklow, and Wexford."											
Dublin, Wicklow, and Wexford - -	2,022,000	1,378,533	3,399,533	700,100	NH	150,000 150,000 600,000 200,000	4 4 5 4	NH NH NH 6	—	—	—	
City of Dublin Junction - -	300,000	150,000	450,000	90,000	NH	50,000	4	NH	225,000	4	4	
New Rosend Waterford Extension	200,000	100,000	300,000	—	—	—	—	—	100,000	4	4	
Lent to the Dublin, Wicklow, and Wexford. } Dublin and Kingstown -	300,000	110,000	480,000	250,000	7½	—	—	—	—	—	—	
Dundalk, Newry, and Greenock - -	451,000	*	451,000	300,000	NH	—	—	—	—	—	—	
Great Northern of Ireland - -	6,552,514	2,300,188	8,852,702	3,870,300	6½	1,310,000	4	4	800,000	4	4	
				—	—	6,550	4	4	141,556	4	4	
Great Southern and Western - -	10,214,210	4,230,000	14,444,210	5,320,000	3½	1,104,272	4	4	2,890,184	4	4	
Central Ireland Separate Undertaking.	907,480	90,000	997,480	97,480	1½	—	—	—	—	—	—	
Worked by the Great Southern and Western. } Southern - - - -	201,000	180,000	382,000	71,320	NH	67,000	5	NH	60,900	5	5	
Tralee and Ferm - -	45,000	15,000	60,000	12,800	NH	—	—	—	30,000	5	5	
(See the Athlery and Tinnis Extension to Clonsilla, p. 44; Collooney and Swinford, Clonsilla and Swinford, Howford and Keshmure, and Keshmure and Valentia, p. 50.)												
Don Valley - - - -	Worked by the "Clon, Bandon, and South Coast."											

31st December 1905.—IRELAND—continued.

by conversion, consolidation, or division of their stocks are given in italics below the totals, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBTENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBTENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debtenture Stock.		Total raised by Loans and Debtenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£	£	
1,770,150	—	—	400,512 207,085 94,430	4 4½ 4½	753,287	2,020,377	2,022,377	—	—	
200,000	—	—	128,830	4	128,830	428,830	428,830	—	—	
100,000	—	—	—	—	—	100,000	100,000	—	—	
200,000	200	Nil	61,000	3½	61,300	411,300	411,300	—	—	
283,900	—	—	—	—	—	383,900	383,900	—	—	(Borrowing powers (150,000) transferred to the London and North-Western Company.)
6,007,213	—	—	2,200,164	4	2,200,164	8,967,377	8,259,600	—	312,000	
140,254	—	—	120,200	4	120,200	268,454	263,461	—	—	
8,400,816	—	—	3,974,324	4	3,974,324	13,380,310 <sup>a</sup>	12,006,064 <sup>a</sup>	—	530,000	(A sum of 150,000 was received by this Company from the Government in respect of the Orlinoy and Carriswilly Lines.)
27,480	—	—	—	—	—	27,480	27,480	—	—	
264,870	60,534	4	24,000	4	164,897	306,297	306,297	—	—	
43,850	15,000	5	—	—	15,000	68,850	68,850	—	—	

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been successively increased. These amounts are, in all cases, included.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Letterkenny . . . . .	Worked by the Londonderry and Lough Swilly.											
Lisnaddy and Dungannon . . . . .	Worked by the Midland (Northern Counties) Committee.											
Litochel and Ballyhenric (Mass-rail) . . . . .	25,000	11,000	36,000	25,000	Nil	—	—	—	—	—	—	
Londonderry and Lough Swilly . . . . .	176,000	44,385	220,385	53,329	7	40,025	5	5	10,000	4	4	
Worked by the Londonderry and Lough Swilly. Letterkenny . . . . .	150,000	125,000	275,000	37,182	Nil	—	—	—	—	—	—	
Midland Great Western of Ireland . . . . .	4,768,880	2,482,066	7,250,946	5,378,030	3	1,043,309	4	4	128,284	4	4	
(See also Bullfinch's and Clonsilla, and Loughlin and Allyn, p. 44; and Ashill Extension; Bullfinch and Killybeg; Galway and Clifton; and Westport and Mullinbeg, p. 56.)												
Midland (Northern Counties Committee). Worked by the Midland (Northern Counties Committee). Lisnaddy & Dungannon . . . . .	The Capital is included in the return of the "Midland" Company, but the traffic, receipts, and											
Hallinger, Kells, and Droghda . . . . .	330,000	173,000	503,000	2,100	Nil	—	—	—	—	—	—	
New Ross and Waterford Extension . . . . .	See under Dublin, Wicklow and Wexford.											
Parsonstown and Portlanna Bridge . . . . .	85,000	20,000	105,000	—	—	—	—	—	—	—	—	
Sligo, Lifford, and Northern Counties . . . . .	300,000	208,000	508,000	100,000	Nil	50,000	5	Nil	50,000	5	5	
Southern . . . . .	Worked by the Great Southern and Western.											
Sunshine and Letterkenny . . . . .	140,000	55,000	195,000	34	Nil	—	—	—	800	4	Nil	
Trains and Road . . . . .	Worked by the Great Southern and Western.											
Waterford and Tramore . . . . .	88,000	12,350	100,350	48,000	5	10,000	5	5	—	—	—	
TOTAL . . . . .	39,707,420	11,122,769	50,830,189	14,944,523	—	4,328,839	—	—	4,944,469	—	—	
				20,000	—	12,000	—	—	112,854	—	—	

31st December, 1905.—IRELAND—continued.

by conversion, consolidation, or division of their stocks are given in italics below the totals. In the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
22,000	11,000	5	—	—	11,000	53,600	53,600	—	—	
110,944	10,600	5½	17,750 4,400	3½ 4	43,750	154,694	154,694	—	—	
67,135	85,000 9,700	4 5	—	—	85,700	144,965	144,965	—	—	
4,162,545	—	—	1,376,927 704,339 201,700	4 4½ 4½	2,347,996	6,510,511	6,506,700	—	—	
working expenditure are separately stated on pages 62 and 63 respectively of this return.										
60,733	10,001	4	—	—	10,001	84,594	80,354	—	—	*Interest guaranteed by the Bancroft Company of London at 4 per cent. per annum on the amount for 20 years from the opening of the railway. The guarantee expires on 4th July, 1906.
2,100	—	—	—	—	—	2,100	2,700	—	—	Line not open for public traffic on 31st December, 1905.
—	—	—	—	—	—	—	—	—	—	*The line was taken possession of by a creditor in Janu- ary, 1905, and has been closed for traffic since that date.
320,000	—	—	200,000 40,000 78,841 67,800*	3½ 4 4½ Nil	388,781	493,781	496,781	—	—	*The interest on which these debenture stocks are entitled is non-convertible. Interest was paid at the rate of 1½ per cent. per annum on the sum of £1,841 for the year 1905.
1,205	—	—	—	—	—	1,205	1,205	—	—	Line not open for public traffic on 31st December, 1905. * Personal Guaranteed Shares.
53,600	14,330	4	—	—	14,330	73,830	71,580	—	—	
26,817,879 255,039	305,983	—	10,096,488 265,427	—	11,310,468 265,427	37,998,045 857,464	37,933,203 332,484	—	790,310	TOTAL.



## No. 1.—AMOUNT of CAPITAL, &amp;c., upon the

NOTE.—The amounts by which the Capitals of the various Companies have been actually increased by these amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL			PAID-UP STOCK AND SHARES								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preference.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preference Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
LIGHT RAILWAYS AUTHORISED UNDER THE												
Athlery and Tann Extension to Clonsilla	100,000	—	100,000	2,000	Nil	—	—	—	88,000	4	4	
Ballinacorney and Timoleague Junction	See under Timoleague and Courtmacsherry Extension.											
Ballinacorney and Clonsilla	90,000	—	90,000	—	—	—	—	—	71,000	5	5	
Brookbrook and Newry Tramway	20,000	6,500	26,500	15,000	Nil	—	—	—	—	—	—	
Bray and Enniskerry	71,000	35,000	106,000	25,000	Nil	—	—	—	—	—	—	
Carrollstown Harbour Junction	7,000	5,000	12,000	700	Nil	—	—	—	6,500	5	5	
Cavan and Leitrim (Limited)	300,000	—	300,000	—	—	—	—	—	100,000	5	5	
Clapham Valley	100,000	—	100,000	—	—	—	—	—	100,000	5	5	
Cork and Monksway	75,000	—	75,000	—	—	—	—	—	75,000	5	5	
Dunagee Extension	35,000	—	35,000	3,000	Nil	—	—	—	30,000	4	4	
Loughrea and Athyney	70,000	—	70,000	—	—	—	—	—	54,400	5	5	
Newry, Keady and Tyrona	150,000	75,000	225,000	—	—	—	—	—	—	—	—	
Schell and Skibberene Tramway and Light Railway	57,000	—	57,000	—	—	—	—	—	57,000	5	5	
Schell and Skibberene Tramway and Light Railway Extension	1,500	—	1,500	—	—	—	—	—	—	—	—	
South Clare (Limited)	140,000	—	140,000	20,000	Nil	—	—	—	120,000	4	4	
Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction.	35,000	—	35,000	—	—	—	—	—	30,000	5	5	
Trillick and Dingle	70,000	—	70,000	30,000	Nil	—	—	—	40,000	4	4	
Ulster and Carrington	Name changed to "Newry, Keady and Tyrona Light" under Act 5, Edw. VII., cap. 307.											
West Clare (Limited)	180,000	—	180,000	10,000	Nil	—	—	—	160,000	4	4	
Wicklow Tramway	Private undertaking.											
TOTAL	1,882,000	131,000	2,013,000	115,200	—	—	—	—	1,064,500	—	—	
GRAND TOTAL, IRELAND	33,209,432	13,265,500	46,474,932	54,526,758	20,000	—	6,588,870	25,000	6,069,229	—	—	

31st December 1905.—IRELAND—continued.

conversion, consolidation, or division of their stocks are given in *Italics* below the totals, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total on 31st December, 1905.	Total on 31st December, 1904.	To Joint Companies.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
Total Paid-up Stock and Share Capital.									
100,000	—	—	—	—	100,000	100,000	—	—	Lines worked by the Great Southern and Western.
71,540	—	—	—	—	71,540	71,540	—	—	Amounts to the 31st October, 1905. Lines worked by the "Midland Great Western."
15,000	—	—	—	—	15,000	15,000	—	—	
35,000	—	—	—	—	35,000	35,000	—	—	Lines authorised by the Liverpool and Manchester Light Railway Act, 1905. The Railway is partly constructed, but has not been opened for public traffic.
7,230	—	—	—	—	7,230	7,230	—	—	
180,535	—	—	—	—	180,535	180,535	—	—	Amounts to the 31st October, 1905.
123,319	—	—	—	—	123,319	123,319	—	—	Amounts to the 30th September, 1905.
75,000	—	—	—	—	75,000	75,000	—	—	
33,000	—	—	—	—	33,000	33,000	—	—	
54,445	—	—	—	—	54,445	54,445	—	—	Amounts to the 31st October, 1905. Lines worked by the "Midland Great Western." Lines authorised by the Slough, Newbury, and Wycombe Light Railway Act, 1905. No capital had been raised at 31st December, 1905, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	
37,000	—	—	—	—	37,000	37,000	—	—	This capital was authorised in connection with an extension of the North and South Devon Tramway and Light Railway, but the part of the extension was not out of the "Irish District Fund," which was raised by voluntary subscription. No portion of the 1,000, for which there is authority, has therefore been raised.
—	—	—	—	—	—	—	—	—	
140,000	—	—	—	—	140,000	140,000	—	—	Amounts to the 31st October, 1905.
35,000	—	—	—	—	35,000	35,000	—	—	
70,000	—	—	—	—	70,000	70,000	—	—	By Order in Council, 10th July, 1905, the Treasury released their liability in respect of the dividend on the Guaranteed Capital by the payment of £100,000. The Guaranteed Capital of the Company was reduced by a like amount. Should the railway be closed for traffic at any time the Treasury, constituted the dividend will be liable to pay to the Crown an amount equal to 2 per cent. on the £100,000, so long as the line remains closed.
180,000	—	—	—	—	180,000	180,000	—	—	Amounts to the 31st October, 1905.
1,177,210	—	—	—	—	1,177,210	1,177,210	—	—	TOTAL.
31,191,787	306,883	—	30,804,485	—	11,310,463	30,608,205	—	780,510	GRAND TOTAL, IRELAND.
189,057	—	—	188,417	—	165,117	241,464	—	—	



## RAILWAY RETURNS.—1905.

No. 2.—LENGTH OF LINE, TRAFFIC, GROSS RECEIPTS, &c.

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RETURN showing the LENGTH OF LINE, NUMBER OF PASSENGERS and QUANTITY of GOODS conveyed and the GROSS RECEIPTS therefrom, upon the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, during the year 1905.

No. 2.—Length of Line, Traffic, Gross Receipts, &c.,  
YEAR ENDED 31st DECEMBER

NAME OF COMPANY.	LENGTH OF LINE IN MILES OPEN ON 23rd December, 1905.			PASSENGER TRAFFIC.				GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			
	Double or more.	Single.	Totals.	NUMBER OF PASSENGERS CARRIED IN COURSE OF YEAR (or Period) TRADING.				Tons.	Wagons.	Passenger Trains.	Goods and Mixed Trains.	Totals.	
				1st Class.	2nd Class.	3rd Class (including Parlor-cars).	TOTAL.						
Alexandra (Stratford and South Wales) Dock and Railway.	0	—	0	15	—	—	145,719	145,719	—	5,000,000	37,500	87,000	124,500
Amblebury and Great East Light.	Worked by the London and South Western.												
Ashted and Portbury.	Worked by the Great Western.												
Barn (Incorporating the "Fife of Glenamoy.")	84	0	84	250	21,500	130,000	2,000,000	1,000,000	1,000,000	44,000	44,000	100,000	1,000,000
Belfast, Wexford Harbour and Appleton.	—	0	0	0	0	0	141,000	141,000	0	0	—	—	—
Birmingham.	Linked jointly in the Great Western and London and South-Western.												
Birmingham and London.	—	30	30	15	300	0,000	10,000	10,000	—	0,000	0,000	Mixed	10,000
Birmingham and London (Electric).	See pages 16-3 under Electric Railways.												
Barnes and Maidenhead Junction (Incorporating the "London and Brighton and London and North-Western" Joint).	11	31	42	100	0,000	17,000	170,000	170,000	0	0,000,000	100,000	100,000	100,000
Barnes.	Worked by the Southern and Great Eastern Companies.												
Barnes and Uxbridge.	Worked by the London, Brighton, and South Coast.												
Barnes and Epsom Southern Electric (Tramway).	—	—	—	—	—	—	Line not working in 1905.	—	—	—	—	—	—
Barnes Railway.	Linked in the London and South-Western.												
Barnes Port and Great Eastern Valley.	—	31	31	10	—	—	—	—	—	0,000	—	—	0,000
Barnes (Incorporating the Portsmouth branch of the "London and Brighton and London and North-Western" Joint).	0	30	30	300	0,000	11,000	111,000	1,100,000	0	0,000,000	100,000	100,000	1,100,000
Barnes and Uxbridge.	—	0	0	0	—	—	—	—	—	0,000	—	—	—
Barnes and Uxbridge (Tramway).	—	0	0	0	—	—	—	—	—	0,000,000	0,000,000	—	—
Barnes and Uxbridge (Electric).	See pages 16-3 under Electric Railways.												
Barnes and Uxbridge (Tramway).	Worked by the London and South-Western.												
Barnes, Uxbridge.	—	0	0	0	0	0	0	0	0	0	0	0	0
Barnes and Uxbridge (Electric).	108	10	118	400	0,000	—	0,000,000	10,000,000	10,000	0,000,000	100,000	100,000	100,000
Barnes and Uxbridge (Electric).	See pages 16-3 under Electric Railways.												
Barnes and Uxbridge Junction.	12	18	30	0	700	—	110,000	110,000	110	0,000,000	100,000	100,000	100,000
Barnes, Uxbridge, and Maidenhead.	10	10	20	0	7,000	0,000	0,000,000	0,000,000	0	0,000,000	0,000	0,000	0,000
Barnes Valley and Maidenhead.	—	10	10	0	0,000	—	0,000,000	0,000,000	0	0,000,000	0,000	0,000	0,000
Barnes Valley Light.	—	0	0	0	0	—	0,000	0,000	0	0,000	0,000	0,000	0,000
Barnes.	—	10	10	1	0,000	—	0,000	0,000	0	0,000	0,000	0,000	0,000
Barnes, Uxbridge and Maidenhead.	Worked by the Southern and Great Eastern Companies.												
Barnes Valley.	0	0	0	0	—	—	—	—	—	0,000	0,000	—	0,000
Barnes Valley (Electric).	See under "London and Brighton."												
Barnes, Uxbridge and Maidenhead.	Worked by the Great Western and London and South-Western.												
Barnes and Uxbridge Junction.	0	0	0	0	0	0	0,000	0,000	0	0,000	0,000	0,000	0,000
Barnes.	—	—	—	—	—	—	—	—	—	—	—	—	—
Barnes (Incorporating the "Barnes Extension.")	—	—	—	—	—	—	—	—	—	—	—	—	—
Barnes.	—	0	0	0	0	0	0,000	0,000	0	0,000	0,000	0,000	0,000
Barnes and Uxbridge Junction.	Worked by the East and West Junction and Barnsley and Barnsley Junction Joint Committee.												
Barnes and Uxbridge Junction.	0	0	0	0	0	0	0,000	0,000	0	0,000	0,000	0,000	0,000

c. Including 240 coffee runs by mixed trains.  
d. Including 210 for mixed trains.





[illegible]



[illegible]

a. Including 14,014 miles run by retired trainee  
b. 10,000

\* Portland 78,000 miles run by Rail Motor Cars, of Portland, 1910-1911 season; see New York, *Statistical Abstract*.

It includes 110,000 passengers by rail, motor or

[illegible]



[illegible]

a Accompanied with the Meteorologist across the 1st July, 1956.      c This line is still under construction, and has not yet been formally opened. The figures given relate to a temporary working for goods traffic upon the 10 miles of this line sufficiently completed for such traffic.      d Includes SNGT and non-mixed trains.      e Including 1284500 in the sum by electric trams.      f Including 12870 after work by electric trams.      g The figure includes, in addition, traffic not for the road or houses, and 1284500 in the sum by electric trams.      h The number also received 14,577 net down.      i These are sample line, the total amount

[illegible]

<sup>a</sup> Including 100000 shares held by RAIL HOLDINGS. <sup>b</sup> Dividends of the Yarrowdale Branch which is worked by the London and South Western Company. <sup>c</sup> Current in given periods due by lease only. <sup>d</sup> Mostly workmen's shares at low sales. <sup>e</sup> Includes 5,750 shares held by named lessees. <sup>f</sup> Shares transferred to the South Eastern and Chatham Railway Companies' Managing Committee as from the 1st October, 1905.



NAME OF COMPANY	LEAVES OR LIES AT MILLS OPEN ON 24th December, 1900.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILLS TRAVELLED BY TRAINS.		
	Leaves at Mills.	Lies at Mills.	Lies at Mills.	NUMBER OF PASSENGERS CARRIED (last seven days of Month and Periodical Totals).				Tons.	Tons.	Passenger Trains.	Goods and Mineral Trains.		
				Sub Class.	Mid Class.	Sub Class (including Periodicals).	Total.						
SHEPHERD, open : Aston, Farnworth and Midland Junction													
Worked by the Great and West Junction, and Sheptherd-aston-Aston, Farnworth, and Midland Junction Joint Committee.													
Worked by the Sheptherd-aston-Aston, Farnworth, and Midland Junction Joint Committee.													
4 2 8 10 80,770 47,011 8,474 135,255 361 42,327 — 73,831 4,813 12,700													
The Van (including the "Farnworth Extension, and the "F													

LINES WORKED BY

Blackpool and Fleetwood Terminal	7	1	6	16	—	—	2,212,500	2,212,500	850	—	—	854,418	—	184,423
Central London	8	—	6	20	—	—	34,773,350	34,773,350	—	—	—	1,370,324	—	1,370,324
City and South London	7	—	7	12	—	—	17,236,074	17,236,074	7,200	—	—	1,690,351	—	1,690,351
Great Northern and City	—	—	8	7	—	—	13,779,353	13,779,353	3,600	—	—	554,905	—	554,905
Liverpool Overhead (5)	7	2	6	12	7,900,000	—	6,876,118	21,716,790	—	—	—	1,263,836	—	1,263,836
Money	6	—	4	10	846,442	24,000	8,800,450	5,000,215	2,500	—	—	489,700	—	489,700
Waterloo and City	5	—	2	6	—	—	4,022,424	4,022,424	1,800	—	—	246,400	—	246,400
<b>TOTAL REVENUE*</b>	<b>10</b>	<b>8</b>	<b>36</b>	<b>65</b>	<b>2,200,000</b>	<b>24,000</b>	<b>70,049,840</b>	<b>59,987,369</b>	<b>12,750</b>	<b>—</b>	<b>—</b>	<b>8,260,135</b>	<b>—</b>	<b>8,260,135</b>
<b>GRAND TOTAL, REVENUE AND WAIVER</b>	<b>10,400</b>	<b>7,900</b>	<b>37,000</b>	<b>66,000</b>	<b>2,200,000,000</b>	<b>24,000,000</b>	<b>70,049,840,000</b>	<b>59,987,369,000</b>	<b>12,750,000</b>	<b>—</b>	<b>—</b>	<b>8,260,135,000</b>	<b>—</b>	<b>8,260,135,000</b>

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(b) Including last mile run by mixed trains.

On The Diseases Incubated In the Eastern Hemisphere

(d) The Company includes in its income two million shares of common stock held by the Company.

(b) *Desmodium canadense* (mature sp.)

(13) Five months of lease at each rate.

<sup>4</sup> The landfill, receptacle, etc., of the bloodcurdling war.

worked wholly by steam.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.							NAME OF COMPANY.				
ANNUAL RAIL PASSENGERS.						Receipts from Tramways, Omnibuses, Buses, &c.	Mileage.	Live Stock.	Miscellaneous.	Total Receipts from Goods Traffic.	Receipts from Warehouses, Chassis, Elevators, &c.	Miscellaneous, Receipts, &c.	Total Gross Receipts from all sources of Traffic.					
1st Class.	2nd Class.	3rd Class (including Paraffin-lit Locomotives).	Soldiers of Forces and Sailors of the Fleet.	Traffic from Foreigners.	Total Receipts from Passenger Traffic.													
£	£	£	£	£	£													
6,506	5,747	865	5,823	17,584	207													
2,148	8,087	102,508	25,245	202,788	17,770													
—	14	865	—	428	49													
118	—	2,790	18	5,815	50													
The South Eastern and Chatham Railway Company's Managing Committee.						130	—	5,000	35	—	4	10	8					
South Coast.						130	2,520	47	80	5,785	13	—	5,000	35	—	8		
—						—	—	—	—	—	—	—	—	—	—	5,139 (1)		
771						—	55,565	5,524	50,265	30	—	10,563	57	—	10	37		
5,553						—	50,751	6,054	45,773	5,998	301	48,162	525	—	7,628	5,164	—	
Managing Committee.						100,170	1,711,207	24,324,779	3,000,865	17,586,175	6,146,440	113,530	10,715,100	14,100,000	107,585	12,755,000	12,100,000	11,487,775
						100,170	1,711,207	24,324,779	3,000,865	17,586,175	6,146,440	113,530	10,715,100	14,100,000	107,585	12,755,000	12,100,000	11,487,775

## ELECTRICAL POWER.\*

—	—	55,456	1,075	30,288	—	—	54,891	—	—	—	—	—	—	—	30,000	Electricity and Thermal, &c., &c.
—	—	840,496	—	840,496	—	—	840,496	—	—	—	—	—	—	—	200,000	Electricity and Thermal, &c., &c.
—	—	120,026	5,000	115,026	864	—	142,890	—	—	—	—	—	—	8,127	189,617	City and South London.
—	—	56,850	18,719	38,131	—	—	55,438	—	—	—	—	—	—	5,593	50,841	Great Northern and City.
18,771	—	67,770	—	75,247	167	—	75,264	—	—	—	—	—	—	1,445	76,713	Liverpool Overhead (&c.).
11,974	1,734	47,425	8,880	50,605	5,886	126	60,025	—	—	—	—	—	—	8,672	67,887	Metropolitan.
—	—	10,771	4,374	15,145	—	—	16,603	—	—	—	—	—	—	309	16,150	Westminster and City.
27,148	1,155	595,347	36,128	756,545	5,478	143	800,025	—	—	—	—	—	—	28,875	806,150	Total Electric.*
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Grand Total, England and Wales.

(\*) Including 65,137 Twh received from other Twh, Gas, and Coal Companies, &c., for use of B&C.

(1) Including receipts from overseas passengers.



## No. 2.—Length of Line, Traffic, Gross

## THE FINANCIAL YEAR OF THE SCOTCH RAILWAY COMPANIES

[illegible]

(6) Fuelelling 3,445,760 million yen by railroad trains.

Only one class of wheat tested

b) The length of line 64 each page are page 10.

## Receipts, &amp;c., SCOTLAND, in 1905.

EXCEPT WHEN OTHERWISE STATED, ENDED ON THE 31ST JANUARY, 1906.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.									RECEIPTS (GROSS) FROM GOODS TRAFFIC.				RECEIPTS FROM STEAMBOATS, CANALS, RAILWAYS, &c., &c.	RECEIPTS FROM TRAMWAYS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Fares, Carriage, Berths, &c.	Goods (including receipt for carriage of goods by rail and receipt for use of motor vehicle).	Special, to include from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL RECEIPTS FROM GOODS TRAFFIC.					
1st Class.	2nd Class.	3rd Class (including Parliamentary).	Children of 4 years of age and under.	Third-class fares.												
A.	B.	C.	D.	E.	F.	G.	H.	I.	J.	K.	L.	M.	N.	O.	P.	
363,407	-	1,065,777	170,130	1,410,727	253,094	70,697	3,791,770	8,271,607	70,964	1,307,125	10,741,733	107,007	101,787	4,951,015	Aberdeen and Perth, Arbroath and Dundee, Brechin and Perth District.	
78	-	714	34	108	58	40	1,004	697	74	128	1,000	-	27	1,000	Orkney and Shetland.	
17,963	-	102,465	17,401	117,106	220,666	31,138	111,473	414,603	10,730	411,877	834,817	11,710	101,001	1,415,107	Galloway and Oban, Culter and District.	
-	-	10,641.00	-	10,641	28	-	10,647	-	-	-	-	-	6,847	10,641	Dumfries and Galloway, Edinburgh and Berwick, Perth and Clyde Navigation, Perth District.	
13,063	-	103,730	19,721	127,619	31,663	10,600	151,608	140,004	14,700	60,001	200,000	-	10,001	407,120	Glasgow and District, Glasgow, Glasgow and District, Glasgow and District.	
21,300	-	104,107	1,113	105,313	10,000	10,000	104,703	111,000	14,001	41,000	177,000	-	13,000	301,000	Glasgow and District, Glasgow and District, Glasgow and District.	
140,070	-	1,111,207	150,000	1,461,337	200,000	10,000	1,770,070	1,000,000	10,001	1,000,000	1,770,070	1,000	100,000	4,000,000	Glasgow and District, Glasgow and District, Glasgow and District.	
3,000	-	10,000	100	10,100	1,000	1,000	11,100	11,000	1,000	1,000	13,000	-	1,000	14,000	Glasgow and District, Glasgow and District, Glasgow and District.	
10	-	1,000	10	1,010	100	10	1,120	1,000	100	100	1,200	-	100	1,300	Glasgow and District, Glasgow and District, Glasgow and District.	
401,007	-	1,200,000	180,000	1,580,000	200,000	10,000	1,790,000	1,000,000	10,001	1,000,000	1,790,000	1,000	100,000	4,000,000	Glasgow and District, Glasgow and District, Glasgow and District.	

## No. 2.—Length of Line, Traffic, Gross

YEAR ENDED 31ST DECEMBER 1905.

[illegible][illegible]

4 Includes 20,000 miles run by inland routes.

3. Techniques T7-69E allow you to collect data

\* Includes 20,000 miles run by Marine. East Major One, and 11,000 miles run by Marine Transport One.

a. Teacher/Parent: All 1998 middle school Science Level 1 data have

and 11,600 miles run by Electric Traction Cars.

## Receipts, &amp;c., IRELAND, in 1905.

EXCEPT WHERE OTHERWISE STATED.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.						RECEIPTS (GROSS) FROM GOODS TRAFFIC.						RECEIPTS FROM RETAILERS (GROSS), WATERBURY, &c., &c.	RECEIPTS FROM PASSENGER TRAFFIC, WATERBURY, &c., &c.	RECEIPTS FROM PASSENGER TRAFFIC, WATERBURY, &c., &c.	NAME OF COMPANY.
1st Class.	2nd Class.	3rd Class (including Ferry Traffic).	Children of Season or Periodical Traffic.	Total from Passengers.	From Agents, Friends, Overhauled, &c., &c.	From Goods (including freight for service of cars by passenger trains) &c., &c.	Total from Goods Traffic.	From Goods (including freight for service of cars by passenger trains) &c., &c.	Total from Goods Traffic.	From Goods (including freight for service of cars by passenger trains) &c., &c.	Total from Goods Traffic.				
£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
350	541	5,385	54	5,930	413	300	6,553	4,605	120	500	5,325	—	58	6,348	Belfast.
															Great Northern.
6,801	18,288	31,736	31,688	56,703	6,551	1,410	125,048	21,020	1,128	14,558	47,558	—	14,711	165,301	Belfast and County Down.
															City of Dublin Junction.
															Great Northern.
477	1,039	5,516	500	7,532	871	211	8,513	7,408	1,148	1,187	10,693	—	138	12,445	Carlisle and Mersey Docks.
9,951	4,997	22,681	1,048	31,677	5,879	8,806	45,433	29,649	8,080	8,540	45,179	—	581	55,419	Carlisle, London, and South Coast.
4,271	—	7,728	8,889	14,500	745	38	14,663	1,800	66	—	1,879	6,462	65	12,160	Carlisle, London, and South Coast.
186	1,436	12,183	860	15,665	2,821	533	18,023	18,601	8,079	5,125	21,905	—	114	21,925	Derby.
															London and Kingston.
16,071	44,025	78,056	17,987	155,539	19,445	16,527	370,864	63,073	30,808	13,264	84,415	—	8,770	214,650	Dublin, Waterbury, and Western.
554	545	9,756	136	4,487	1,580	84	6,680	7,571	1,805	627	9,415	—	7,043	22,880	London, Waterbury, and Western.
36,405	54,702	105,707	10,118	196,932	75,281	45,767	555,278	238,554	47,405	79,881	446,997	—	12,128	1,006,770	Great Northern of Ireland.
85,501	67,518	120,487	13,105	266,611	121,439	87,048	624,548	445,442	178,571	75,584	647,577	—	12,171	1,207,890	Great Northern and Western of Ireland.
															Don Valley.
															Levensham.
															London and Kingston.
150	—	1,113	86	1,409	188	119	1,608	352	5	400	848	—	81	1,540	London and Kingston.
1,127	4,507	18,711	610	25,955	4,769	1,610	36,426	12,534	1,341	1,011	14,886	—	286	29,222	London and Kingston.
51,583	10,088	125,179	9,640	196,590	41,669	28,430	371,547	224,207	11,000	41,737	267,594	6,375	10,006	385,126	Midland Great Western of Ireland.
5,040	11,528	213,174	30,808	244,550	51,179	12,101	275,568	108,563	8,805	47,168	158,515	—	55,500	364,636	Midland Great Western of Ireland.

NAME OF COMPANY.	LENGTH OF LINE as shown open on 1st December, 1903			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Single.	Double.	Totals.	NUMBER OF PASSENGERS carried (exclusive of Drivers and Conductors Tickets)				Tons.	Tons.	Tons.	Passenger Trains.	Goods and Mixed Trains.	Totals.
				Male.	Female.	Infants (under 16 years of age).	Total.						
Sligo, Loughlin and Northern Counties . . . . .	45	45	45	5,045	7,001	120,702	122,748	54	5,000	17,219	47,597	64,007	171,604
Easterns . . . . .	Worked by the Great Southern and Western.												
Trillick and Ban . . . . .	Worked by the Great Southern and Western.												
Waterford and Thurston . . . . .	5	7	12	78,345	—	170,501	170,501	87	5,000	3,710	Mixed.	—	41,908
Waterford and Tralee Line . . . . .	Worked by the Great Southern and Western.												
Waterford, Dungannon, and Newry, and Newry and Banbridge Lines . . . . .	The railways are part of the "Waterford and Eastern" Railway and												
TOTAL . . . . .	67	1,420	2,382	4,220	1,668,485	1,976,701	11,000,000	17,000,000	14,000	1,000,000	1,000,000	1,000,000	17,000,000

## LIGHT RAILWAYS AUTHORIZED UNDER THE

Atterbury and Trowes Extension to Clonsilla . . . . .	Worked by the Great Southern and Western.												
Ballyhenry and Thellicks Junction . . . . .	By Thellicks and Clonsilla Extension, &c.												
Ballyhenry and Clonsilla . . . . .	Worked by the Midland Great Western of Ireland.												
Castlemore and Newry Extension (Electric) . . . . .	By Electric and Clonsilla Extension.												
Castlemore and Newry Junction . . . . .	3	1	4	—	—	—	—	—	—	—	—	—	—
Clonsilla and Ballyhenry, Electric. (Re-open for the year ending 31st October, 1903.) . . . . .	40	40	40	8,000	—	11,000	11,000	10	10,000	10,000	Mixed.	—	100,000
Clonsilla and Newry, Electric. (Re-open for the year ending 31st October, 1903.) . . . . .	30	30	30	9,000	—	10,000	10,000	10	10,000	10,000	Mixed.	—	100,000
Clonsilla and Newry . . . . .	15	15	15	10,000	—	10,000	10,000	10	10,000	10,000	Mixed.	—	100,000
Dungannon Extension . . . . .	8	8	8	1,000	—	1,000	1,000	10	10,000	10,000	Mixed.	—	100,000
Enniscorthy and Athy . . . . .	Worked by the Midland Great Western of Ireland.												
Enniscorthy and Athy Extension and Light Railway (Electric) . . . . .	14	14	14	1,000	—	1,000	1,000	10	10,000	10,000	Mixed.	—	100,000
South Clare, Electric . . . . .	Worked by the Midland Great Western of Ireland.												
Thellicks and Clonsilla Extension and Ballyhenry and Thellicks Junction . . . . .	1	1	1	1,000	—	1,000	1,000	10	10,000	10,000	Mixed.	—	100,000
Trillick and Ban . . . . .	10	10	10	4,000	—	10,000	10,000	10	10,000	10,000	Mixed.	—	100,000
West Clare, Electric. (Re-open for the year ending 31st October, 1903.) (Including the "South Clare" Electric.) . . . . .	10	10	10	10,000	—	10,000	10,000	10	10,000	10,000	Mixed.	—	100,000
TOTAL . . . . .	77	120	197	100,000	—	100,000	100,000	100	10,000	100,000	100,000	100,000	100,000

## LIGHT RAILWAY WORKED

Castlemore and Newry Extension . . . . .	3	1	4	1,000	10,000	10,000	10,000	10	10,000	10,000	Mixed.	—	100,000
TOTAL, Light Railways, Ireland . . . . .	250	250	250	100,000	10,000	100,000	100,000	100	10,000	100,000	100,000	100,000	100,000
GRAND TOTAL, IRELAND . . . . .	67	1,420	2,382	4,220	1,668,485	1,976,701	11,000,000	17,000,000	14,000	1,000,000	1,000,000	1,000,000	17,000,000

(5) Includes 10,000 miles run by mixed trains.

(6) Includes 10,000 miles run by mixed trains.

(7) Includes 10,000 miles run by mixed trains.

(8) Includes 10,000 miles run by mixed trains.

(9) Includes 10,000 miles run by mixed trains.

(10) Includes 10,000 miles run by mixed trains.

(11) For length of line at each gauge see page 64.

[illegible]

TRAMWAYS (IRELAND) ACTS, 1840 to 1883. See

Albany and Town Extension to Glenville Railroadway & Throgs Neck Junction. Albany and Glenville. Eastbrook and Swary Trway (Street). Guardsburg Harbour Junction. Curve and Station, Limited. Clough Valley Railway Cork and Moberry. Doughmore Extension. Longford and Argyrow. Shall and Richmore Thway and Light Railway. South River Limited. Throgs Neck & Connaught Junction & Malinsburgh & Throgs Neck Junction, Dublin and Droghda. West Gate, Limited.														
—	—	—	—	—	—	—	—	—	—	130	130	0	—	300
400	—	1,100	40	8,000	920	00	4,000	2,000	1,000	1,000	0,000	—	10	10,000
400	—	1,000	5	8,000	920	00	8,000	2,000	900	800	0,000	—	00	8,000
1,000	—	1,000	100	0,000	000	—	1,000	1,000	100	500	1,000	—	100	0,000
10	—	000	10	100	00	—	000	100	10	00	000	—	00	1,000
100	—	1,100	10	1,000	100	—	1,000	000	000	—	1,000	—	—	1,000
100	—	000	—	000	00	10	000	011	00	000	000	—	—	1,000
000	—	1,000	00	1,000	000	000	0,000	1,000	000	10	1,000	—	100	0,000
1,000	—	1,000	110	10,100	000	000	10,000	0,000	1,000	000	1,000	—	00	10,000
0,000	—	10,000	000	10,000	1,000	00,000	10,000	0,110	0,000	0,000	0,000	0	000	10,000
TOTAL														

## BY ELECTRICAL POWER

80	840	318	54	757	—	11	703	—	—	300	306	—	55	1,618	Donbrook & Xewy Trunkway
1,652	881	54,342	527	51,505	3,545	1,456	96,071	16,058	4,527	4,586	33,547	8	489	65,533	TOTAL Light Railways & Trunks
158,780	517,634	4,771,374	54,269	1,588,587	513,443	171,364	3,146,059	1,002,005	368,343	335,054	1,387,761	12,095	151,621	4,136,871	GRAND TOTAL TRAMWAYS



## RAILWAY RETURNS.—1905.

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### No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

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RETURNS showing the AMOUNT of the WORKING EXPENDITURE, and of the NET RECEIPTS, &c., and NUMBER of EACH KIND of ROLLING STOCK, for the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND for the Year 1905.

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Standard, Canal, and Harbour Expenses.			TOTAL RECEIPTS as given in the Returns, No. 1.	Net Receipts.	Percentage Proportion of Expenditure to Total Receipts.	ROLLING STOCK on 31st December, 1906.						NAME OF COMPANY.
£	s	d				CARRIAGES, WAGGONS, TRUCKS, &c.						
						Locomotives.	Carrriages used for the Carriage of Passengers only.	Other Vehicles attached to Passenger Stock.	Waggons of all kinds used for the Carriage of Live Stock, Minerals, or General Merchandise.	Other Carrriages or Waggons used on the Railway not included in the preceding Classes.	Total Number of Vehicles of all descriptions in use at close of Locomotive.	
£	s	d	£	s	d	No.	%	No.	%	No.	%	
—	81	30,393	30,326	5,224	84	7	7	—	221	8	209	East and West Yorkshire Union.
—	283	2,612	4,109	1,497	41	9 (3)	—	—	147	—	147	East Cornwall Mineral (a) (Inclined to Colliery).
—	—	—	—	—	—	—	—	—	—	—	—	East Lancashire.
—	1,204 (c)	45,696	51,997	2,289	54	The traffic is carried in the trains of the Companies using the line.						East London (Joint Committee).
—	—	—	—	—	—	—	—	—	—	—	—	Eastern and Chertsey Rye.
—	—	—	—	—	—	—	—	—	—	—	—	Essex, Bedford, and Stratford-upon-Avon Junction.
—	—	—	—	—	—	—	—	—	—	—	—	Essex.
—	—	—	—	—	—	—	—	—	—	—	—	Exmouth Dock and Railway.
—	—	—	—	—	—	—	—	—	—	—	—	Fellows Dock and Railway.
—	—	—	—	—	—	—	—	—	—	—	—	Festiniog.
—	—	—	—	—	—	—	—	—	—	—	—	Fife.
—	—	—	—	—	—	—	—	—	—	—	—	Fleet of Dean Canal.
—	—	—	—	—	—	—	—	—	—	—	—	Frederick, Farnworth, and Newport.
—	—	—	—	—	—	—	—	—	—	—	—	Furness.
—	—	—	—	—	—	—	—	—	—	—	—	Garslang and Kent Ind.
—	—	—	—	—	—	—	—	—	—	—	—	Glyn Valley Tramway.
—	—	—	—	—	—	—	—	—	—	—	—	Gwent and Pontypool.
—	—	—	—	—	—	—	—	—	—	—	—	Gwent Central.
—	—	—	—	—	—	—	—	—	—	—	—	Gwent Central and Midland Joint Committee.
—	—	—	—	—	—	—	—	—	—	—	—	Gwent Eastern (c).
—	—	—	—	—	—	—	—	—	—	—	—	Gwent Northern.
—	—	—	—	—	—	—	—	—	—	—	—	Gwent Northern and City (Electric).
—	—	—	—	—	—	—	—	—	—	—	—	Great North of England, Cleburn, and Harrogate Junction.
—	—	—	—	—	—	—	—	—	—	—	—	Great Western.

(a) Hire of Carriages and Wagons. (b) A short line, 1 mile in length, belonging to the London and North Western Railway Company, runs from the North Western Branch of the Great Eastern Railway to Gifford. Passenger and parcels, which constitute the traffic on the line, are carried in the trains of the Great Eastern Railway Company. The total receipts of the Dock Company from the railway in the year 1906 were £1,500, and the expenditure, as far as it can be separated from the Dock expenditure, was £271. (c) The Eastern and Somerset Line is the property of the "Great Eastern" Company, but it is worked by the "Great Western" under lease. (d) Associated with the Great Western as from the 1st July, 1906. (e) In addition to the rolling stock given above, the Company had for use 100 engines and 2,500 carriages, waggons, and trucks under hire and purchase agreement. (f) Including of Motor Carriages.

[illegible]

(3) Including 1 Buell Motor Car, one being a replica of two Buell Motor cars owned jointly by the London and South Western, and London, Brighton and South Coast Companies, and the other being the property of the Company; and that the two Buell Motor cars owned by the London and South Western and the London and Brighton and South Coast Companies, and the one owned by the Company, are divided equally between the Company and the London and South Western Company.



[illegible]

(3) Amount paid to Great Northern Railway Company for working the Gaschering Tunnels. The Goods-Traffic is confined to the trains of the Northern Company as mentioned. (4) Amount paid to the Metropolitan Railway from the 1st July, 1903. (5) Inclusive of the working expenditure for the Midland (Northern Counties Committee) for which see Nos. 5-5. (6) Locomotive power supplied by the Great Central and London and North Western Railway Companies. (7) Working of the Market Harborough, 1903. (8) The figures relating to the Rolling Stock of this Company are taken from the end of the old (General) Rolling Stock (12 English).

[illegible]

(b) Including a Kinnel/Meloy Contract. (c) See note (3) page 48. (d) Paid to Composites having raising power over the line for carrying local traffic. (e) Amount paid to Composites of 1,257 paid to the War Department as indirect or Capital expenditure in respect of the Lehigh Valley and Tidewater Lines. (f) Amount paid to "Midland" Company for working expenses on South Island by that company over 50 miles of the line. (g) Electric Train working. (h) Including at Electric Train Station and at Electric Train Station. (i) Towards this expenditure 100,000 was received for working other Composites' traffic. (j) Money from South Island. Railways Company.



[illegible]

(g) Mineral railway for use of which a toll is paid.

(c) Mammals: railway 1  
of Mammals: railway 1

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(3) The Driver Section (a horse tunnel) was the only portion of this company's line open for traffic in 1905. The North-Eastern and Chatham Railway Companies' Managing Committee as from the 1st October, 1905.

for North-Eastern and Chatham Railway Companies Managing Committee as from the 1st October, 1903.

			ROLLING STOCK on 31st December, 1905.			GARRISON, WAGGON, TRUCK, &c.						NAME OF COMPANY.
Steamboat, Canal, and Harbour Receipts.	Miscellaneous Working Receipts— here dock included in the above.	Tons Working Receipts.	Tons Mined, as given in the Returns, No. 1.	NET RECEIPTS.	Percentage proportion of Receipts to Total Receipts.	Locomotives.	Carrriages and four wheeled wagons of Passenger only.	Other Vehicles attached to Passenger Trains.	Wagons of all kinds used for the conveyance of Live Stock, Minerals, or General Goods.	Other Carrriages or Wagons used for the transport of cooking fuel, &c.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.	
£	£	£	£	£	%	No.	No.	No.	No.	No.	No.	
—	—	3,050	3,706	413	37	8	30	3	117	—	158	South Wales Narrow Gauge. Netherham and Gwentham Railway and Canal. Netherham Station.
—	615	30,866	45,181	4,715	46	—	—	—	—	—	—	Offshore, Ashby-under-Lyne, and Gains Bridge Junction. Oxford and Aylesbury Tramroad, Pennyworth Extension. Pennyworth, Dock, and Railway. Pennyworth and Dunsford (A). Pennyworth, Dunsford, and South- Eastern Junction.
—	—	807	3,180	1,735	45	—	—	—	—	—	—	Portsmouth, Bournemouth, and South- Eastern Junction.
—	10	605	603	60	—	—	—	—	4	—	4	Portsmouth, Bournemouth, and South- Eastern Junction.
13,635	8	55,940	103,365	45,115	55	24	21	—	607	—	631	Portsmouth, Bournemouth, and South- Eastern Junction.
—	21	1,151	1,281	40	97	2	3	1	10	8	22	Portsmouth, Bournemouth, and South- Eastern Junction.
277	60	2,648	5,803	773	64	8	—	—	30	—	38	Portsmouth, Bournemouth, and South- Eastern Junction.
1,643	729	46,719	114,025	54,373	63	37	68	37	207	26	368	Portsmouth, Bournemouth, and South- Eastern Junction.
—	1,158	185,085	106,078	121,943	68	230	97	12	675	65	1,135	Portsmouth, Bournemouth, and South- Eastern Junction.
—	25	718	1,284	618	65	—	—	—	—	—	—	Portsmouth, Bournemouth, and South- Eastern Junction.
—	124	1,887	1,790	468	77	3	1	—	42	—	45	Portsmouth, Bournemouth, and South- Eastern Junction.
207	—	878	665	671	—	1	—	—	68	—	69	Portsmouth, Bournemouth, and South- Eastern Junction.
—	38	468	718	45	—	3	—	—	61	1	65	Portsmouth, Bournemouth, and South- Eastern Junction.
—	5,639	187,357	124,075	45,116	86	36	227	64	1,537	77	1,660	Portsmouth, Bournemouth, and South- Eastern Junction.
106,002	42,711	3,055,464	1,014,439	1,365,958	61	740	1,384	1,037	10,027	800	15,978	Portsmouth, Bournemouth, and South- Eastern Junction.
—	87	5,473	7,666	608	—	7	—	—	14	9	23	Portsmouth, Bournemouth, and South- Eastern Junction.
—	—	5,482	5,715	1,684	47	3	9	—	25	3	31	Portsmouth, Bournemouth, and South- Eastern Junction.
—	—	1,718	4,665	1,028	45	1	—	—	—	—	—	Portsmouth, Bournemouth, and South- Eastern Junction.

NAME OF COMPANY.	Gauge of Line.	Length of Line open on 31st December, 1901.	WORKING EXPENDITURE.												
			Maintenance of Way, Works, &c.	Locomotive Fuel (including Materials and Lubricants)	Repairs and Renewals of Carriages and Waggon.	Stores, Expenses (Coaching and Miscellaneous)	General Charges	Salaries and Taxes.	Depreciation Transport Equip.	Compensation to Employees under the Workmen's Compensation Act, 1900.	Compensation for Personal Injuries &c.	Compensation for Damage and Loss of Goods.	Legal and Preliminary Expenses.		
Great Northern, Great Eastern, and Great Western Joint Committee.			£	£	£	£	£	£	£	£	£	£	£	£	£
Worked by the Eastern, West London, and Great Eastern and Great Western Joint Committee.															
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Worked by the Eastern, Great Eastern, and Great Western Joint Committee.			</												

Taxes (exclusive of Electric Lines separately shown below).<sup>a</sup>

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LINES WORKED BY

Midland and Great Northern	-	-	-	-	-	4	54	8	1,779	5,495	1,555	3,005	3,989	5,821	35	-	100	-	202
Great Northern	-	-	-	-	-	4	10	6	8,608	38,745	34,561	44,187	54,791	60,890	995	55	65	16	1,120
City and South London	-	-	-	-	-	6	51	7	5,743	21,513	3,333	19,089	2,300	8,911	217	-	938	-	81
Great Eastern and City	-	-	-	-	-	6	51	8	2,406	17,268	3,677	17,596	4,950	9,654	-	300	31	11	407
Great Eastern (G)	-	-	-	-	-	4	54	8	5,407	32,219	500	31,719	5,504	4,387	199	304	102	-	104
Metropolitan	-	-	-	-	-	4	51	4	7,719	39,000	3,738	35,262	4,700	5,281	65	500	465	-	630
Watlington and City	-	-	-	-	-	4	51	2	1,522	8,400	328	2,600	722	1,263	408	-	30	-	5
<b>TOTAL, ENGLAND*</b>	-	-	-	-	-	-	-	39	30,218	147,931	36,750	206,708	39,655	87,255	2,300	799	1,600	35	2,460
<b>GRAND TOTAL, ENGLAND AND WALES</b>	-	-	-	-	-	-	-	39	30,218	147,931	36,750	206,708	39,655	87,255	2,300	799	1,600	35	2,460

(3) Cost of Memphis Area 1 night trains working the traffic.  
(4) Includes \$200.00 for repairs and renewals of T. 10.  
(5) The Chicago and North Western, the length and working expenditures of which are included in the return, is being impossible to give a separate accounting of the Tennessee.  
(6) Includes in 1900-1901.  
(7) Includes of Standard Locomotives which have been withdrawn from service.  
(8) Includes of 1900-1901.  
(9) Includes of 1900-1901.

<p>Q7. Are the following statements true or false? Give the answer in 'True' or 'False' and 'Water' in the past tense.</p>													
Group	St. In. 1 111	St. In. 2 2	St. In. 3 3	St. In. 4 4	St. In. 5 5	St. In. 6 6	St. In. 7 7	St. In. 8 8	St. In. 9 9	St. In. 10 10	St. In. 11 11	St. In. 12 12	St. In. 13 13
Length	Miles 60	Miles 37	Miles 4	Miles 9	Miles 12	Miles 7	Miles 9	Miles 7	Miles 4	Miles 12	Miles 6	Miles 12	Miles 6

[illegible]

## ELECTRICAL POWER\*

—	1,069	37,548	80,995	12,754	58	—	340	—	—	—	34	Blackpool and Fleetwood Tunnels.
—	673	136,342	362,397	170,356	53	39(7)	256,000	—	—	—	13	Central London.
—	—	72,336	150,377	79,035	48	31(3)	540	—	—	—	340	City and South London.
—	—	47,371	91,391	44,360	42	1(1)	61(3)	—	—	—	41	Great Northern and City.
—	5,387	93,588	76,886	18,018	39	—	48(3)	—	—	—	65	Liverpool Overhead & Co
—	4,028	69,638	67,367	13,562	79	(5)	87(4)	—	—	—	81(5)	Metrop.
—	73	37,643	36,130	15,723	45	—	100(4)	—	—	—	20	Waterloo and City.
—	13,146	473,459	636,136	355,737	57	21	694	—	—	—	13	TOTAL, Electric.*
5,432,585	1,893,842	64,707,377	69,650,796	36,771,392	62	15,862	67,256	16,000	847,913	17,450	624,562	GRAND TOTAL, RAILROAD AND WATER.

(e) Installing 15 Horse Motor Cars.

(c) Electric Locomotives.

(c) Electric Shunting Locomotive.

(b) Suspended at Electric-Motive Carriages and Co.

⑤ Narrative of Cleared Steam plant consisting of 2 Locomotives

(a) Deductible 11 Major Care and 12 Trailer Care.  
(b) Expenses of 11,642, received by the North London Company for working other Mass.

Excluding 17 Major Cans.

\* The writing expenditure was included with those of 19

<sup>a</sup> are included with those of the half-life period study by Saito



## and Rolling Stock, SCOTLAND, in 1905.

WHEN OTHERWISE STATED, ENDED ON THE 31ST JANUARY, 1906.

SHAREHOLD, CASH, and Reserve Expenditure.			Total Receipts, as given in the Statement No. 2.	Net Receipts.	Provisional Proportion of Receipts to Total Receipts.	ROLLING STOCK on 31st January, 1906.						NAME OF COMPANY.
£.	s.	p.				CARRIAGES, WAGGONS, TRUCKS, &c.					No.	
						Locomotives.	Carriages and for the Con- veyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Mineral, or General Merchandise.	Other Carriages or Waggons used on the Railway, not included in the preceding Classes.		
£.	s.	p.	£.	s.	p.	No.	No.	No.	No.	No.	No.	
44,300	160,556	2,580,940	4,321,055	5,055,749	84	805	1,359	450	64,583	805	67,718	Colinton.
—	—	1,345	1,451	100	10	1	—	—	—	—	—	Colander and Glen. Collier District. Dunlop Light.
65,351	73,750	1,880,258	1,822,137	742,750	19	380	648	286	22,251	861	22,251	Dundee and Banchory District. Glasgow and South Western.
—	—	84,737	73,854	30,000	47	—	55	—	—	—	85	Glasgow District Railway.
—	9,617	246,701	407,535	161,794	21	525	438	957	3,517	74	4,372	Great North of Scotland.
—	7,645	100,163	115,478	225,353	47	146	951	540	2,617	71	3,343	Highland. Inverness and Fort Augustus. Kilm. Kilmory and Bannockburn. Levenmouth and Appleton. Levenmouth and Dunfermline. Leven Light.
64,679	10,438	2,453,722	4,442,648	5,035,689	10	847	2,091	1,168	64,975	807	66,688	North British.
—	4,323	68,771	62,308	24,336	77	160	1	1	55	—	55	Perth and Arbroath Light Commission. Perth Junction. Perth Light.
—	—	2,151	2,512	886	19	Locomotive power and rolling stock provided by the Highland Company.						Wick and Letham Light.
161,823	205,424	4,750,450	12,461,696	6,711,357	84	5,780	8,793	2,641	115,507	1,650	117,157	TOTAL SCOTLAND.

(a) The Colinton stock on the Highland line is worked by the Glasgow and South Western Company, who, with the Colinton Company, provide and work the stock for the Dunfermline line, and also the remaining stock required for the working of the Highland line.

## No. 3.—Working Expenditure, Net Receipts

YEAR ENDED 31ST DECEMBER.

NAME OF COMPACT	Stage of Tide	Length of time open on 11th December, 1905.	WORKING EXPENDITURE.											
			Maintenance of Way, Works, &c.	Locomotive Power (including stationary engines).	Bugs and Wagons of Carriages and Wagons.	Traffic Expenses (including and Merchandise).	General Charges.	Rents and Taxes.	Government Passenger Duty.	Compensation for Employees under the Workmen's Compensation Act, 1907.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Professional Expenses.	
Ballyvaughan . . . . .	Ft. In.	Miles.	£	£	£	£	£	£	£	£	£	£	£	
Bantry Extension . . . . .	Worked by the "Cork, Brandon, & South Coast."													
Belfast and County Down (including the "Downpatrick, Rathfriland, and Antrim.")	£	£	70	10,100	10,000	8,500	10,000	5,000	3,000	-	574	000	10	100
City of Dublin Junction . . . . .	Worked by the Dublin, Wicklow, and Wexford.													
Cromwell Extension . . . . .	Worked by the Cork, Brandon, and South Coast.													
Cork and Macroom Direct . . . . .	£	£	25	2,440	1,900	770	8,600	1,000	600	-	20	-	0	0
Cork, Brandon, and South Coast (including the "Baltimore and Rathfriland," "Ferry Extension," "Bantry Bay Extension," "Cromwell Extension," and "Don Valley.")	£	£	10	11,400	11,700	6,500	10,250	5,000	2,500	-	500	-	01	100
Cork, Blackrock, and Passage . . . . .	£	£	10	1,300	1,000	500	1,700	1,000	200	-	10	-	7	0
Douglas-Belfast for the passenger (on November, 1905) (including the "Douglas and Rathfriland," and the "Bantry and Antrim.")	£	£	100	1,000	1,000	100	1,700	200	700	-	01	000	00	000
Dublin and Keshmire . . . . .	Worked by the Dublin, Wicklow, and Wexford.													
Dublin, Wicklow, and Wexford (including the "City of Dublin Junction" and "Dublin and Keshmire.")	£	£	100	10,000	10,000	10,000	10,000	10,000	10,000	-	100	1,000	000	100
Dundalk, Newry, and Greenore . . . . .	£	£	20	1,000	1,000	1,000	1,000	100	100	-	10	100	00	
Great Northern of Ireland . . . . .	£	£	100	10,000	10,000	10,000	10,000	10,000	10,000	-	100	1,000	1,000	1,000
Great Southern and Western of Ireland (including the "Athlone and Dublin Extension (on November, 1905) Colonsay and Chesham," "Ferry Extension and Keshmire," "Keshmire and Rathfriland," "Keshmire and Ferry," and "Keshmire and Ferry" sections of the "Fishguard and Rosslare Extension and Harbour Company.")	£	£	1,000	10,000	10,000	10,000	10,000	10,000	10,000	-	1,000	1,000	1,000	1,000
Don Valley . . . . .	Worked by the Cork, Brandon, and South Coast.													
Edinburgh . . . . .	Worked by the London and North Western.													
Edinburgh and Glasgow . . . . .	Worked by the Midland (Northern Counties Committee).													
Edinburgh and Southampton . . . . .	(£)	£		100	100	100	100	100	10	-	10	-	-	10
London and North Western (including the "Edinburgh Extension," "Cardiff Extension," and "Leeds Extension.")	£	£	100	10,000	10,000	10,000	10,000	10,000	10,000	-	100	1,000	1,000	1,000

(f) The Listowel and Ballisodoun Line is constructed with a single elevated rail

## and Rolling Stock, IRELAND, in 1905.

EXCEPT WHERE OTHERWISE STATED.

ROLLING STOCK on 31st December, 1905.			NAME OF COMPANY									
Steam, Coal, and Railway Engines.	Miscellaneous Working Animals not included in the fore- going.	TOTAL HORSES REPRESENTED.										
				Total 2-wheeled, as given in the Railway Returns, No. 5.	NET HORSES	Proportion Proportion of Hags "Down to Two" Included.						
CARRIAGES, WAGGONS, TRUCKS, &c.			Locomotives.	Carrriages used for the Com- munication of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the transport of Live Stock, Manure, or General Merchandise.	Other Carrriages or Wag- gons used on the Railway, and included in the pro- ceedings of the Railway Commissioners.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.				
£	£	£							%.	%.	%.	%.
-	88	4,004	5,102	1,800	88	5	12	2	23	-	78	Ballymole.
-	-	-	-	-	-	-	-	-	-	-	-	Beary Extension.
3,749	16,700	185,714	199,159	67,500	63	53	253 (4)	12	407	87	515	Dublin and County Down.
-	-	-	-	-	-	-	-	-	-	-	-	City of Dublin Junction.
-	-	10,279	18,445	8,864	86	6	39	2	266	8	280	Glenties Extension.
-	778	81,635	88,415	37,504	85	50	47	27	296	39	415	Cork and Marazion Street.
5,042	80 (4)	16,110	22,180	7,876	66	4	58	-	58	-	64	Cork, Brandon, and South Coast.
-	-	-	-	-	-	-	-	-	-	-	-	Cork, Blackrock, and Passage.
-	880	88,631	97,885	11,294	65	15	48	15	501	54	587	Drogheda.
-	-	-	-	-	-	-	-	-	-	-	-	Dublin and Kildare.
-	1,640	202,801	204,441	61,506	68	46	205	36	605	27	1,242	Dublin, Wicklow, and Wexford.
-	4,956	59,507	64,463	1,545	-	8	15	15	127	5	155	Dundalk, Newry, and Greenisles.
-	11,832	874,888	1,304,620	409,574	87	137	362 (4)	800	6,850	176	5,433 (4)	Great Southern of Ireland.
1,810 (4)	15,480	514,718	1,803,968	667,075	58	583	405 (4)	340	6,635	80	1,246	Great Southern and Western of Ireland.
-	-	-	-	-	-	-	-	-	-	-	-	The Valley.
-	-	-	-	-	-	-	-	-	-	-	-	Letterkenny.
-	-	3,703	7,205	158	32	3	15	-	54	2	59	Lisnakeilly and Drogheda.
-	-	27,608	65,008	12,682	79	15	16	12	568	5	605	Londonderry and Lough Swilly.

(4) Including 2 Steam Motor Carriages.

(5) Includes 500 for Hire Purchase of Rolling Stock.

(6) Includes 2 Steam Rail Motors and 11 Electric Tram Cars.

(4) 60% of Queenstown Trainers.

(5) Includes 1 Rail Motor Carriage.



NAME OF COMPANY.	Gauge of Line.	Length of Line open on 31st December, 1905.	WORKING EXPENDITURE.										
			Maintenance of Way, Works, &c.	Locomotive Traction (including stationary engines)	Repairs and Maintenance of Carriages and Waggonage.	Travelling Expenses (including Merchandise)	General Charges.	Rates and Taxes.	Government Insurance Duty.	Compensation to Employees and the Workmen's Compensation Act, 1906.	Compensation for Personal Injuries, &c.	Compensation for Damages and Loss of Goods.	Legal and Professional Expenses.
Midland Great Western of Ireland (Including the "Jubilee Extension," "Bedford and Kitchener," "Buckingham and Chilterns," "Gatwick and Chertsey," "Leamington and Alton," and "Worcester and Birmingham.")	4 ft. 6 in.	306	19,348	146,805	50,854	86,718	35,387	19,647	—	48	1,079	1,814	1,800
Midland (Northern Counties Committee) (Including the "University and Birmingham.")	4 ft. 6 in.	45	47,746	55,040	13,574	19,056	11,312	8,424	—	215	400	674	908
Sligo, Loughlin, and Northern Counties	4 ft. 6 in.	45	4,155	6,040	3,880	3,666	5,445	300	—	58	—	10	14
Southern	Worked by the Great Southern and Western.												
Great Southern and Western	Worked by the Great Southern and Western.												
Waterford and Tralee	4 ft. 6 in.	7	447	1,200	364	279	306	300	—	10	—	—	—
Waterford and Wexford Line	Worked by the Great Southern and Western.												
Waterford, Dungarvan, and Enniscorthy and Fermoy and Kinsale Harbour.	The railways are part of the "Fishguard and Western" Railway.												
Total	—	5,052	260,268	261,446	175,855	200,403	159,000	115,708	—	5,321	3,495	4,264	31,700

## LIGHT RAILWAYS AUTHORIZED UNDER

Albury and Farnham Extension to Chertsey	Worked by the Great Southern and Western.												
Belmont and Farnham Junction	See Farnham and Chertsey Extension, &c.												
Barnham and Chertsey	Worked by the Midland Great Western of Ireland.												
Dundalk and Newry Tramway (Electric)	See below under Electric Railways.												
Liverpool and Manchester Junction	4 ft. 6 in.	1	47	45	—	10	45	18	—	—	—	—	0
Great Southern and Western—Returns for the year ending 31st October 1905.	4 ft. 6 in.	45	5,841	5,420	807	5,508	541	121	—	—	—	—	12
Gloucester Valley Railway—Returns for the year ending 30th September 1905.	4 ft. 6 in.	81	1,021	2,427	708	1,351	880	45	—	—	—	—	84
Cork and Malinbeg	4 ft. 6 in.	30	1,405	2,560	1,004	1,844	614	85	—	—	—	—	7
Donaghadee Extension	4 ft. 6 in.	2	518	600	100	513	121	11	—	—	—	—	—
Loughlin and Alton	Worked by the Midland Great Western of Ireland.												
Irish and Southern Tramway and Light Railway (Including "Barnham Extension")	4 ft. 6 in.	14	1,007	1,402	308	600	390	27	—	10	—	—	7
Tramway and Donaghadee Extension and Donaghadee and Donaghadee Junction.	4 ft. 6 in.	2	447	1,001	112	674	268	2	—	—	—	—	0
Tralee and Enniscorthy	4 ft. 6 in.	37	4,578	5,048	1,500	2,583	688	150	—	28	—	24	18
West Cork Limited—Returns for the year ending 31st October 1905. (Including the "South Coast," "Limerick")	4 ft. 6 in.	82	5,094	7,579	3,440	4,851	5,077	148	—	900	5	12	214
TOTAL		277	15,845	24,558	7,709	14,223	5,255	671	—	140	5	30	402

## LIGHT RAILWAY WORKED

Dundalk and Newry Tramway	4 ft. 6 in.	8	110	206	95	271	300	140	—	—	—	—	—
TOTAL LIGHT RAILWAYS—IRELAND		820	18,959	26,207	5,427	16,884	8,425	700	—	140	5	30	402
GRAND TOTAL—IRELAND		5,052	279,227	286,653	179,282	217,287	167,225	116,408	—	5,461	3,635	4,294	32,102

(4) The following statement shows the Length of Line at each Gauge open in Ireland in the year 1905:—

Gauge	4 ft. 6 in.	4 ft. 3 in.
Length	Miles.	Miles.
	100	5,700

\* Includes of the Limerick and Donaghadee Railway, also adds to length, constructed with a single elevated rail.

Steamboat, Canal, and Harbour Receipts.			Manufactures Working Receipts (not included in the first group).			Total Working Receipts.			Total Receipts, as given in the Statement, No. 1.			Net Receipts.			Percentage proportion of Receipts to Total Receipts.			ROLLING STOCK on 31st December, 1907.			NAME OF COMPANY.									
												Locomotives.			CARROLLS, WAGONS, TRUCKS, &c.															
															Carriages and for the Carriage of Passengers only.			Other Vehicles attached to Passenger Trains.				Wagons of all kinds used for the Carriage of Live Stock, Minerals, or General Merchandise.			Other Carriages or Wagons used for the Carriage of Goods, and for the Carriage of Passengers.			Total Number of Vehicles of all descriptions, exclusive of Locomotives.		
£	£	£	£	£	%	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.										
6,785	-	508,506	508,170	545,666	18	139	194	903	2,704	269	3,309	Midland Great Western of Ireland.																		
-	58,955	195,079	56,465	138,061	85	77	225 (a)	145	5,572	71	5,798	Midland (Northern Counties Committee).																		
-	1,965	51,031	50,907	8,655	78	13	15	13	162	-	210	Sigs, Leitrim, and Northern Counties.																		
-	-	-	-	-	-	-	-	-	-	-	-	Southern.																		
-	-	-	-	-	-	-	-	-	-	-	-	Dublin and South.																		
-	-	3,563	3,364	3,366	43	6	17	1	6	2	26	Waterford and Tramore.																		
and Harbours Company's Undertakings.																														
-	-	-	-	-	-	-	-	-	-	-	-	Waterford and Wexford Lines.																		
-	-	-	-	-	-	-	-	-	-	-	-	Waterford, Dungarvon, and Wexford, and Jersey and Limerick Lines.																		
17,408	61,374	1,054,007	4,545,074	1,500,811	31	870	1,958	1,161	10,305	105	13,097	TOTAL.																		

## THE TRAMWAYS (IRELAND) ACTS, 1869 to 1883, &amp;c.

-	-	175	189	87	-	-	-	-	-	-	-	-	Adelphi and Port Extension to Clontarf.
-	41	10,558	11,280	370	34	9	23	25	320	2	186	-	Adelphi and Port Extension to Clontarf.
-	85	3,261	3,400	138	26	6	12	7	97	-	117	-	Adelphi and Port Extension to Clontarf.
-	10	5,830	6,454	1,544	86	7	16	8	61	4 (b)	82	-	Adelphi and Port Extension to Clontarf.
-	1	1,700	1,557	696	-	1	3	1	15	-	15	-	Adelphi and Port Extension to Clontarf.
-	17	4,809	3,901	1,577	-	4	7	4	41	2	50	-	Adelphi and Port Extension to Clontarf.
-	-	2,511	1,815	697	-	6	4	-	50	-	56	-	Adelphi and Port Extension to Clontarf.
-	-	14,067	1,640	6,218	-	2	36	-	65	-	73	-	Adelphi and Port Extension to Clontarf.
-	21	30,406	80,384	1,023	-	10	21	7	105	15	135	-	Adelphi and Port Extension to Clontarf.
-	242	70,210	62,021	7,177	-	47	67	89	219	24	679	-	TOTAL.

## BY ELECTRICAL POWER.

-	-	1,500	1,038	67	30	-	4 (a)	2	20	-	22	-	Blackrock and Nany Traway.
-	242	17,430	16,859	7,110	-	47	110	61	405	58	705	-	TOTAL LIGHT RAILWAYS—IRELAND.
17,418	61,314	1,054,007	4,545,074	1,500,811	31	870	2,063	1,272	10,325	127	13,099	-	GRAND TOTAL—IRELAND.

(a) Includes 2 Steam Motor Carrriages.

(b) Tractor Trucks.

(c) Including 1 Motor Carrriage.



## RAILWAY RETURNS.—1905.

APPENDICES,  

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- A.—Season and Periodical Tickets—Numbers and Receipts for each class.
- B.—Length of Line, with number of Miles of Single, Double, Treble, and Quadruple or more Lines of Rail.
- C.—Expenditure of certain Companies on Wages and Materials in the Permanent Way, Locomotive, Repair and Renewal of Carriages and Waggon, and Traffic Departments.  
(Compiled from the Statutory Half-yearly Accounts.)
- D.—Electrical Working of Railways in 1905.
- E.—Railways authorised under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, and the Railways (Ireland) Act, 1896.
- F.—New Companies incorporated during the year.
- G.—Amalgamations, Abandonments, etc., during the year.

## APPENDIX A.—SEASON TICKETS.

## EQUIVALENT NUMBER OF ANNUAL TICKETS ISSUED AND RECEIPTS THEREFROM IN 1905.

NOTE.—The Returns for worked or leased lines are included in those of the working Companies.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
ENGLAND AND WALES.								
Alexandra (Newport and South Wales) Docks and Railway . . . . .					£	£	£	£
Barnsley . . . . .	49	206	863	1,117	220	689	2,023	2,542
(Including leased and worked lines, for season of which see p. 43.)								
Bildeston, Westward Ho! and Appledore & Bishop's Cleeve . . . . .			2	2	—	—	2	2
Blackpool and Fleetwood Tramroad . . . . .								
Brecon and Merthyr Tydfil Junction . . . . .	13	38	47	98	48	112	107	267
Brighton and Rottingdean Sanitary Electric (Tramroad) . . . . .								
Not working in 1905.								
Carmarthen . . . . .	37	70	409	516	597	662	1,803	2,061
(Including leased and worked lines, for season of which see p. 43.)								
Central London . . . . .								
See below under Railways worked by Electrical Power.								
Chesham, Harpenden . . . . .	6	49	193	248	4	43	14	61
Chesham Lines Committee . . . . .	4,688	—	11,795	16,483	23,561	—	37,611	60,372
(Including leased and worked lines, for season of which see p. 43.)								
City and South London . . . . .								
See below under Railways worked by Electrical Power.								
Cleator and Workington Junction . . . . .	15	—	210	225	48	—	585	631
Cockermouth, Keswick, and Penrith . . . . .	34	38	178	250	234	132	691	1,057
Colne Valley and Huddersfield . . . . .	16	—	45	61	46	—	131	177
Overington Light . . . . .	7	—	128	144	47	—	432	499
Corby . . . . .			27	27	—	—	71	71
Dover and Deal (Joint Committee) . . . . .	7	31	—	38	111	379	—	490
Easingwold . . . . .	3	—	30	33	3	—	28	32
East and West Junction and Stratford-upon-Avon, Tewkesbury, and Midland Junction Joint Committee . . . . .	8	1	21	30	46	1	44	93
East London Joint Committee . . . . .	68	436	122	626	317	1,194	861	1,772
Festiniog . . . . .	1	4	266	271	6	33	1,448	1,487
Farnham . . . . .	283	26	1,321	1,580	1,931	85	6,026	8,042
Glastonbury and Knot End . . . . .			11	11	—	—	28	28
Gloucester Valley Tramway . . . . .								
Leeds Central . . . . .	2,448	—	18,963	21,411	16,260	—	33,904	72,611
(Including leased and worked lines, for season of which see p. 43.)								
Great Central and Midland Joint Committee . . . . .	507	—	4,743	5,250	1,916	—	7,142	9,098
Great Eastern . . . . .	7,826	32,363	9,975	50,164	112,183	222,775	64,623	299,581
(Including leased and worked lines, for season of which see p. 43.)								
Great Northern . . . . .	6,897	14,389	26,546	47,832	61,293	56,281	103,965	225,139
(Including leased and worked lines, for season of which see p. 43.)								
Great Northern and City . . . . .								
See below under Railways worked by Electrical Power.								
Great Western . . . . .	5,190	3,632	17,469	31,291	73,689	61,570	76,490	211,749
(Including leased and worked lines, for season of which see p. 43.)								
Hall and Barnsley . . . . .	81	—	115	196	369	—	636	832
(Including leased and worked lines, for season of which see p. 43.)								
Isle of Wight . . . . .	26	177	31	234	143	748	108	1,039

## APPENDIX A.—SEASON TICKETS—continued.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				REVENUE.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.
ENGLAND AND WALES—continued.								
Isle of Wight Central . . . . .	60	204	33	347	433	1,130	203	1,774
(Including leased and worked lines, for season of which see p. 65.)								
Kent and East-Sussex (Light) . . . .	1	—	—	1	5	—	—	5
Leamington and Yorkshire . . . . .	9,905	4,938	33,090	47,933	138,393	30,380	164,645	333,645
(Including leased and worked lines, for season of which see p. 65.)								
Leamington, Derbyshire, and East Coast . . . .	14	—	33	67	55	—	189	214
(Including leased and worked lines, for season of which see p. 65.)								
Leamington, the Solent . . . . .	—	—	1	1	—	—	4	4
Leamington and Looe . . . . .	—	4	33	35	—	14	67	104
(Including leased and worked lines, for season of which see p. 65.)								
Liverpool Overhead . . . . .	See below under Railways worked by Electrical Power.							
Liverpool, St. Helens, and South Lancashire . . . . .	4	—	16	20	8	—	42	51
(Including leased and worked lines, for season of which see p. 65.)								
London and North Western . . . . .	3,684	12,814	38,000	63,698	163,337	67,038	308,178	498,623
(Including leased and worked lines, for season of which see p. 65.)								
London and South Western . . . . .	5,205	3,894	7,872	23,669	111,016	86,613	62,943	260,574
(Including leased and worked lines, for season of which see p. 65.)								
London and City . . . . .	See below under Railways worked by Electrical Power.							
London, Brighton, and South Coast . . . . .	7,923	22,080	1,037	31,019	191,923	184,808	9,116	315,909
(Including leased and worked lines, for season of which see p. 65.)								
London, Tilbury, and Southend . . . . .	1,590	—	5,999	7,629	15,025	—	49,498	64,520
(Including leased and worked lines, for season of which see p. 65.)								
Lynton and Barnstaple . . . . .	—	—	4	4	—	—	18	19
Macclesfield Committee . . . . .	60	—	394	274	127	—	320	464
Manchester and Millwall . . . . .	3	12	7	22	29	91	30	150
Manchester, South Junction, and Altrincham . . . . .	1,635	988	4,931	7,554	18,660	5,905	22,162	46,800
Manchester and Carlisle . . . . .	58	67	396	511	308	338	2,013	2,853
Mersey . . . . .	See below under Railways worked by Electrical Power.							
Metropolitan . . . . .	30	—	60	100	17	—	176	199
(Including leased and worked lines, for season of which see p. 65.)								
Metropolitan District . . . . .	8,205	9,235	20,962	38,363	34,711	17,731	33,047	86,009
(Including leased and worked lines, for season of which see p. 65.)								
Metropolitan and Great Northern (District) . . . .	908	718	3,134	4,760	6,721	3,196	11,336	21,143
(Including leased and worked lines, for season of which see p. 65.)								
Metropolitan and Metropolitan District City Lines and Extensions . . . . .	15	42	36	93	37	33	52	124
Midland . . . . .	9,233	—	34,383	45,481	163,353	—	161,549	324,932
(Including leased and worked lines, for season of which see p. 65.)								
Midland and Great Northern (Railways) . . . .	97	—	368	465	539	—	1,880	2,683
Joint Committee . . . . .	19	—	14	107	143	—	736	883
Midland and North-Western Junction . . . . .	(Including leased and worked lines, for season of which see p. 65.)							
North and Brecon . . . . .	5	4	1,736	1,765	75	32	3,016	3,123
Northampton and Banbury Junction . . . . .	—	—	3	3	—	—	11	11
North and South-Western Junction . . . . .	—	10	11	21	—	15	10	26
North Eastern . . . . .	1,953	—	38,110	40,063	50,273	—	158,979	229,232
(Including leased and worked lines, for season of which see p. 65.)								
North London . . . . .	5,019	9,635	9,305	24,479	14,757	24,871	18,311	62,439
North Staffordshire . . . . .	540	1,494	2,690	5,113	2,253	8,323	16,490	24,666
(Including leased and worked lines, for season of which see p. 65.)								
North Somerset (Light) . . . . .	1	2	—	3	4	—	—	14
North Wales Narrow Gauge . . . . .	1	—	7	8	5	—	34	39
Ottum, Ashton-under-Lyne, and Guide Bridge Junction . . . . .	267	303	701	1,133	221	64	1,481	1,846
Port Talbot Railway and Docks . . . . .	—	4	1,328	1,397	—	26	797	720
Ravenglass and Eskdale . . . . .	—	—	3	3	—	—	13	13
Rhymney and Swansea Bay . . . . .	22	81	1,230	1,333	79	114	6,567	6,760
Rhymney . . . . .	68	126	713	904	491	777	4,357	5,625

## APPENDIX A.—SEASON TICKETS.—continued.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				REVENUE.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
ENGLAND AND WALES.—continued.								
Seasonal and District (including leased and worked lines, for season of which see p. 20.)	47	—	363	410	£ 930	—	£ 1,344	£ 1,504
South-Eastern and Chatham Railway Company Managing Committee (including leased and worked lines, for season of which see p. 20.)	31,261	22,238	4,553	57,952	140,089	189,497	36,507	367,713
South-Western	—	—	4	4	—	—	11	17
Swansea Improvements and Transport (including leased and worked lines, for season of which see p. 20.)	310	105	253	764	1,328	880	1,779	3,087
Taff Vale (including leased and worked lines, for season of which see p. 20.)	481	788	4,616	6,085	2,524	3,927	19,791	26,242
Talylyn	No Season Tickets issued.				—	—	—	—
Vale of Rhedol Light	—	—	1	1	—	—	15	15
Western, Clevedon and Portlitham	—	6	—	6	—	33	—	33
Whitchapel and Bow	119	—	1,593	1,712	246	—	1,788	2,034
Wirral	894	—	1,141	2,035	4,894	—	4,191	9,084
RAILWAYS WORKED BY ELECTRICAL POWER.								
Blackpool and Fleetwood Tramroad	—	—	323	323	—	—	1,008	1,008
Brighton and Rottingdean Seaboard Electric (Tramroad)	Line not working in 1905.				—	—	—	—
Central London	No Season Tickets issued.				—	—	—	—
City and South London	—	—	2,359	2,359	—	—	6,830	6,830
Great Northern and City	—	—	3,548	3,548	—	—	13,723	13,723
Liverpool Overhead	No Season Tickets issued.				—	—	—	—
Mersey	1,351	27	1,556	2,934	4,910	335	4,585	5,200
Waterloo and City	—	—	1,699	1,699	—	—	4,579	4,579
<b>TOTAL ENGLAND AND WALES</b>	<b>107,806</b>	<b>122,693</b>	<b>313,684</b>	<b>544,183</b>	<b>1,953,079</b>	<b>979,945</b>	<b>1,468,682</b>	<b>3,641,706</b>
SCOTLAND.								
Caledonian (including leased and worked lines, for season of which see p. 20.)	10,682	—	41,489	52,171	£ 63,765	—	£ 169,328	£ 170,168
Dornoch Light	3	—	7	10	3	—	11	14
Glasgow and South-Western (including leased and worked lines, for season of which see p. 20.)	1,712	—	4,953	6,765	23,941	—	33,090	57,430
Glasgow District Railway	No Season Tickets issued.				—	—	—	—
Great North of Scotland	659	—	2,659	3,318	6,365	—	13,348	19,713
Highland	139	—	704	843	2,323	—	4,868	7,313
North British (including leased and worked lines, for season of which see p. 20.)	7,545	—	12,266	19,811	71,862	—	57,183	129,045
Perth and Wigtownshire Joint Committee	37	—	116	153	210	—	454	664
Wick and Lybster	1	—	7	8	3	—	24	27
<b>TOTAL SCOTLAND</b>	<b>16,728</b>	<b>—</b>	<b>62,216</b>	<b>82,944</b>	<b>165,464</b>	<b>—</b>	<b>215,635</b>	<b>384,379</b>

## APPENDIX A.—SEASON TICKETS—continued.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
<b>IRELAND.</b>								
Ballycastle . . . . .	4	—	3	7	£ 10	—	£ 14	£ 24
Belfast and County Down . . . .	449	1,963	—	2,412	3,763	12,047	—	17,335
Cork and Maunabo Direct . . . .	1	14	37	52	11	86	163	260
Cork, Brandon, and South Coast . .	5	63	368	436	36	804	730	1,569
(Including leased and worked lines, the names of which see p. 81.)								
Cork, Blackrock, and Passage . . .	128	—	387	515	1,818	—	1,568	3,386
Drogheda . . . . .	2	12	53	67	12	27	225	264
Dublin, Wicklow, and Wexford . .	504	1,233	—	1,737	7,090	10,207	—	17,297
(Including leased and worked lines, the names of which see p. 81.)								
Dunalk, Newry, and Greenore . . .	—	1	18	19	—	5	300	305
Great Northern of Ireland . . . .	337	1,428	358	2,123	3,237	10,079	2,377	15,693
Great Southern and Western of Ireland	149	533	339	1,021	1,863	4,374	3,965	10,202
(Including leased and worked lines, the names of which see p. 81.)								
Lisdown and Ballybarnet . . . .	1	—	2	3	18	—	21	39
Lansdownery and Lough Swilly . .	11	17	92	119	65	125	389	610
(Including leased and worked lines, the names of which see p. 81.)								
Midland Great Western of Ireland .	54	316	40	310	973	2,223	243	3,440
(Including leased and worked lines, the names of which see p. 81.)								
Midland (Northern Counties Committee)	193	962	848	1,903	1,321	2,485	5,730	9,536
(Including leased and worked lines, the names of which see p. 81.)								
Ugla, Lettera, and Northern Counties .	6	15	33	54	27	45	85	157
Waterford and Tramore . . . . .	72	—	15	87	549	—	704	650
<b>TOTAL . . . . .</b>	<b>2,140</b>	<b>5,595</b>	<b>2,486</b>	<b>10,121</b>	<b>53,889</b>	<b>42,641</b>	<b>15,322</b>	<b>111,852</b>
<b>LIGHT RAILWAYS.</b>								
Donbrook and Newry Tramway . .	See below under Light Railway worked by Electrical Power.							
Cavan and Leitrim, Limited . . . .	5	—	14	19	28	—	46	68
Clough Valley Railway . . . . .	—	—	1	1	—	—	2	2
Cork and Mallow Light, Limited . .	3	—	30	33	49	—	180	235
Dunoughmore Extension . . . . .	—	—	8	8	—	—	21	21
Schull and Skibbereen Tramway and Light Railway . . . . .	—	—	6	6	—	—	19	19
Timoleague and Courtmacsherry Extension, and Ballymearney and Timoleague Junction . . . . .	No Season Tickets issued.							
Trillick and Dingle . . . . .	3	—	16	19	29	—	35	45
West Coast (including the South Coast)	4	—	10	14	49	—	64	113
<b>LIGHT RAILWAY WORKED BY ELECTRICAL POWER.</b>								
Donbrook and Newry Tramway . .	—	17	—	17	—	24	—	24
<b>TOTAL IRELAND . . . . .</b>	<b>2,165</b>	<b>5,609</b>	<b>2,500</b>	<b>10,274</b>	<b>53,945</b>	<b>42,665</b>	<b>15,339</b>	<b>111,949</b>
<b>TOTAL UNITED KINGDOM . . . .</b>	<b>129,893</b>	<b>157,585</b>	<b>270,462</b>	<b>657,940</b>	<b>1,443,388</b>	<b>1,022,938</b>	<b>1,642,403</b>	<b>4,108,729</b>



## APPENDIX B

## LENGTH OF LINE IN 1903, 1904, AND 1905

Length of Lines (Geographical) open on 31st December, 1903, 1904 and 1905, giving the number of miles of Single, Double, Triple, and Quadruple, or more Lines of Rails (exclusive of sidings), as returned by the several Companies working Railways in the United Kingdom.

[illegible]

(a) amalgamated with the "Great Western," as from 1st July, 1906.

(b) This is a simple line, 2 furrows, 2 inches in length.

(a) First-class life "Grand-Crested" as from 1st January, 1905.

## APPENDIX B.—LENGTH OF LINE IN 1903, 1904 AND 1905—continued

[illegible]

Notes:—In the above statement all such Lines as are leased or worked by other Companies, are indicated under the heading of the Railways Company working or leasing Lines.

Company working or leading them.  
 461 Entered in the "Great Central" as from 1st January, 1904.

# APPENDIX C.—EXPENDITURE OF THE UNDER-MENTIONED RAILWAY COMPANIES IN THE YEARS 1900 TO 1905, CARRIAGES AND WAGGONS

(Compiled from the Statutory Half-yearly

Year.	Calcutta	Great Central	Great Eastern	Great Northern	Great Western	Lancashire and Yorkshire	London and South Western	London and North Western
A.—FOR								
IN MAINTENANCE AND								
1900	£ 107,024	£ 61,000	£ 298,800	£ 377,000	£ 822,284	£ 90,371	£ 360,350	£ 158,000
1901	107,024	61,000	298,800	377,000	822,284	90,371	360,350	158,000
1902	107,024	61,000	298,800	377,000	822,284	90,371	360,350	158,000
1903	107,024	61,000	298,800	377,000	822,284	90,371	360,350	158,000
1904	107,024	61,000	298,800	377,000	822,284	90,371	360,350	158,000
1905	107,024	61,000	298,800	377,000	822,284	90,371	360,350	158,000
IN WORKING								
1900	£ 714,930	£ 250,420	£ 507,210	£ 777,407	£ 667,253	£ 260,868	£ 775,215	£ 544,071
1901	714,930	250,420	507,210	777,407	667,253	260,868	775,215	544,071
1902	714,930	250,420	507,210	777,407	667,253	260,868	775,215	544,071
1903	714,930	250,420	507,210	777,407	667,253	260,868	775,215	544,071
1904	714,930	250,420	507,210	777,407	667,253	260,868	775,215	544,071
1905	714,930	250,420	507,210	777,407	667,253	260,868	775,215	544,071
IN REPAIRS AND								
1900	£ 47,707	£ 138,254	£ 163,802	£ 175,712	£ 333,421	£ 61,200	£ 225,709	£ 50,400
1901	47,707	138,254	163,802	175,712	333,421	61,200	225,709	50,400
1902	47,707	138,254	163,802	175,712	333,421	61,200	225,709	50,400
1903	47,707	138,254	163,802	175,712	333,421	61,200	225,709	50,400
1904	47,707	138,254	163,802	175,712	333,421	61,200	225,709	50,400
1905	47,707	138,254	163,802	175,712	333,421	61,200	225,709	50,400
IN REPAIRS AND RENOVAL								
1900	£ 43,440	£ 138,254	£ 163,802	£ 175,712	£ 333,421	£ 61,200	£ 225,709	£ 50,400
1901	43,440	138,254	163,802	175,712	333,421	61,200	225,709	50,400
1902	43,440	138,254	163,802	175,712	333,421	61,200	225,709	50,400
1903	43,440	138,254	163,802	175,712	333,421	61,200	225,709	50,400
1904	43,440	138,254	163,802	175,712	333,421	61,200	225,709	50,400
1905	43,440	138,254	163,802	175,712	333,421	61,200	225,709	50,400
IN TRAFFIC								
1900	£ 231,507	£ 540,730	£ 750,510	£ 1,012,022	£ 1,094,000	£ 260,120	£ 1,174,195	£ 625,800
1901	231,507	540,730	750,510	1,012,022	1,094,000	260,120	1,174,195	625,800
1902	231,507	540,730	750,510	1,012,022	1,094,000	260,120	1,174,195	625,800
1903	231,507	540,730	750,510	1,012,022	1,094,000	260,120	1,174,195	625,800
1904	231,507	540,730	750,510	1,012,022	1,094,000	260,120	1,174,195	625,800
1905	231,507	540,730	750,510	1,012,022	1,094,000	260,120	1,174,195	625,800
* Including "starline and								
B.—FOR								
MATERIALS FOR MAINTENANCE AND								
1900	£ 86,764	£ 76,800	£ 121,000	£ 84,240	£ 215,600	£ 40,200	£ 247,000	£ 100,000
1901	86,764	76,800	121,000	84,240	215,600	40,200	247,000	100,000
1902	86,764	76,800	121,000	84,240	215,600	40,200	247,000	100,000
1903	86,764	76,800	121,000	84,240	215,600	40,200	247,000	100,000
1904	86,764	76,800	121,000	84,240	215,600	40,200	247,000	100,000
1905	86,764	76,800	121,000	84,240	215,600	40,200	247,000	100,000
COAL AND CORK FOR								
1900	£ 275,470	£ 275,470	£ 275,470	£ 275,470	£ 275,470	£ 275,470	£ 275,470	£ 275,470
1901	275,470	275,470	275,470	275,470	275,470	275,470	275,470	275,470
1902	275,470	275,470	275,470	275,470	275,470	275,470	275,470	275,470
1903	275,470	275,470	275,470	275,470	275,470	275,470	275,470	275,470
1904	275,470	275,470	275,470	275,470	275,470	275,470	275,470	275,470
1905	275,470	275,470	275,470	275,470	275,470	275,470	275,470	275,470
MATERIALS FOR REPAIRS AND								
1900	£ 65,401	£ 65,401	£ 65,401	£ 65,401	£ 65,401	£ 65,401	£ 65,401	£ 65,401
1901	65,401	65,401	65,401	65,401	65,401	65,401	65,401	65,401
1902	65,401	65,401	65,401	65,401	65,401	65,401	65,401	65,401
1903	65,401	65,401	65,401	65,401	65,401	65,401	65,401	65,401
1904	65,401	65,401	65,401	65,401	65,401	65,401	65,401	65,401
1905	65,401	65,401	65,401	65,401	65,401	65,401	65,401	65,401
MATERIALS FOR REPAIRS AND RENOVAL								
1900	£ 200,000	£ 200,000	£ 200,000	£ 200,000	£ 200,000	£ 200,000	£ 200,000	£ 200,000
1901	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
1902	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
1903	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
1904	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
1905	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000

## on WAGES and MATERIALS in the PERMANENT WAY, LOCOMOTIVE, REPAIR and RENEWAL of and TRAFFIC DEPARTMENT.

Accounts of the Companies named.)

London, Brighton, and South Coast.	Midland.	North British.	North Eastern.	South Eastern and Chatham Railway Companies Managing Committee.	Total Value.	Total.	Year.
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## WAGES.

## RENEWAL OF PERMANENT WAY.

£.	£.	£.	£.	£.	£.	£.	1900.
10,170	105,000	104,000	104,000	115,000	20,000	1,000,000	1900
10,170	105,000	104,000	104,000	115,000	20,000	1,000,000	1901
10,170	105,000	104,000	104,000	115,000	20,000	1,000,000	1902
10,170	105,000	104,000	104,000	115,000	20,000	1,000,000	1903
10,170	105,000	104,000	104,000	115,000	20,000	1,000,000	1904
10,170	105,000	104,000	104,000	115,000	20,000	1,000,000	1905

## Locomotive Expenses.

100,000	100,000	100,000	100,000	100,000	100,000	100,000	1900
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1901
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1902
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1903
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1904
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1905

## REPAIR OF ROLLERS.

100,000	100,000	100,000	100,000	100,000	100,000	100,000	1900
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1901
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1902
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1903
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1904
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1905

## OF CARRIAGES AND WAGGONS.

100,000	100,000	100,000	100,000	100,000	100,000	100,000	1900
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1901
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1902
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1903
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1904
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1905

## DEPRECIATION.\*

100,000	100,000	100,000	100,000	100,000	100,000	100,000	1900
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1901
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1902
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1903
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1904
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1905

wages, &amp;c., and clothing.

\* Excludes only.

## MATERIALS.

## RENEWAL OF PERMANENT WAY.

100,000	100,000	100,000	100,000	100,000	100,000	100,000	1900
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1901
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1902
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1903
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1904
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1905

## Locomotive Expenses.

100,000	100,000	100,000	100,000	100,000	100,000	100,000	1900
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1901
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1902
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1903
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1904
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1905

## REPAIR OF ROLLERS.

100,000	100,000	100,000	100,000	100,000	100,000	100,000	1900
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1901
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1902
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1903
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1904
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1905

## OF CARRIAGES AND WAGGONS.

100,000	100,000	100,000	100,000	100,000	100,000	100,000	1900
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1901
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1902
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1903
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1904
100,000	100,000	100,000	100,000	100,000	100,000	100,000	1905

\* Excludes only.

APPENDIX B RETURNS RELATIVE TO THE STATISTICAL WORKERS OF THE RAILWAYS OF THE UNITED NATIONS  
IN THE YEAR 1955[illegible]

(a) Three year attendance from senior to post. (b) Accepted by International Medical Graduate. (c) Trained by International and International Medical Graduate. (d) Trained in place. (e) Medical Student. (f) Post Doc.

## APPENDIX E.

LENGTH of RAILWAYS authorised, at 31st December 1905, under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, the Light Railways (Ireland) Act, 1893, and the Railways (Ireland) Act, 1896; also the names of the Companies by which such lines are worked, or are to be worked.

Name of Railway.	Length of Line.	Working Railway Company.
Achill Extension . . . . .	Miles. 6½	Midland Great Western of Ireland.
Ballina and Killybegs . . . . .	8	Midland Great Western of Ireland.
Baltimore and Skibbereen . . . . .	7½	Cork, Brandon, and South Coast.
Bantry Bay Extension . . . . .	2	Cork, Brandon, and South Coast.
Bunratty and Carradough . . . . .	16½	Londonderry and Lough Swilly.
Claremorris and Swinford . . . . .	17½	Great Southern and Western of Ireland.
Collooney and Swinford . . . . .	29½	Great Southern and Western of Ireland.
Donaghl and Killybegs . . . . .	19	Donaghl.
Downpatrick, Killough, and Ardglas . . . . .	8	Belfast and County Down.
Galway and Clifden . . . . .	49	Midland Great Western of Ireland.
Headford and Kenmare . . . . .	19½	Great Southern and Western of Ireland.
Killybegs and Valentia . . . . .	26½	Great Southern and Western of Ireland.
Lislerkenney and Burtonport . . . . .	40½	Londonderry and Lough Swilly.
Stranorlar and Glenties . . . . .	24½	Donaghl.
Westport and Malinbeg . . . . .	18	Midland Great Western of Ireland.

## APPENDIX F.

## NEW COMPANIES—1905.

## NEW RAILWAY COMPANIES INCORPORATED UNDER ACTS OF PARLIAMENT IN THE YEAR.

North-East London.  
 Rotherham, Maltby and Loughton.  
 Great Central and North-Western Joint Committee.

## NEW RAILWAY COMPANIES INCORPORATED BY ORDERS UNDER THE LIGHT RAILWAYS ACT 1896, AND SUBJECT TO THE PROVISIONS OF SECTIONS 9 AND 10 OF THE REGULATION OF RAILWAYS ACT, 1871.

Devon South Hams.  
 Hope, Bradwell and Castleton.  
 Comptonstown and Macbrideish.

## APPENDIX G.

## AMALGAMATIONS, ABANDONMENTS, &amp;c.—1905.

## AMALGAMATIONS OF RAILWAY COMPANIES UNDER ACTS OF PARLIAMENT PASSED IN THE YEAR.

Buckley	...	...	Vested in the Great Central under Act 4 Edw. VII., c. 96.
Harrow and Uxbridge	...	...	Amalgamated with the Metropolitan under Act 5 Edw. VII., c. 52.
Lambourn Valley	...	...	Vested in the Great Western under Act 5 Edw. VII., c. 139.
North Wales and Liverpool Committee	...	...	Vested in the Great Central under Act 4 Edw. VII., c. 96.
Sheppey Light	...	...	Powers transferred to the South Eastern and Chatham Railway Companies Managing Committee, under Act 5 Edw. VII., c. 135.
West Manchester Light	...	...	Powers transferred to the "Trafford Park Company" under Act 4 Edw. VII., c. 235.
Wrexham, Mold and Connah's Quay	...	...	Vested in the Great Central under Act 4 Edw. VII., c. 96.
Wye Valley	...	...	Amalgamated with the Great Western under Act 5, Edw. VII., c. 138.

Lines of Railway previously Authorised which were Abandoned under Acts of Parliament passed in the year 1905:—

Clay Cross (under Act 5 Edw. VII., c. 27).

Hastings Harbour District (under Act 5 Edw. VII., c. 24).

Southampton and Winchester Great Western Junction (under Act. 5 Edw. VII., c. 4).

## LAPSED LINES.

The following lines have been omitted from the present Return, the powers to construct them having lapsed:—

Bonne Valley Light (powers lapsed on 26th October, 1905).

Bridgewater Stoney and Stogursey Light (powers lapsed on 22nd November, 1905).

Brillington and North Frodingham Light (powers lapsed on 14th July, 1905).

Crowland and Tharick Light (powers lapsed on 18th October, 1905).

Gower Light (powers lapsed on 4th October, 1905).

Highbridge, Welmore and Cheddar Light (powers lapsed on 25th June, 1905).

Lizard Light (powers lapsed on 21st April, 1905).

North Lincolnshire Light (powers lapsed on 12th January, 1905).

Poussance, Newry, and West Cornwall Light (powers lapsed on 19th August, 1904).

Valle of Rhaidol Light (Abercrom Extension) (powers lapsed on 13th August, 1905).

Wotton-under-Edge Light (powers lapsed on 3rd December, 1905).

## NAMES CHANGED UNDER ACTS OF PARLIAMENT PASSED IN THE YEAR 1905.

Blackpool and Genting Light:—Name changed to Blackpool and Fylde Light, under Blackpool and Fylde Light Railway (Change of Name, &c.) Order, 1905.

Hull, Barnsley, and West Easing Junction Railway and Dock:—Name changed to Hull and Barnsley under Act 6, Edw. VII., cap. 41.

Ulster and Connaught:—Name changed to Newry, Keady, and Tynan Light, under Act 5, Edw. VII., cap. 207.